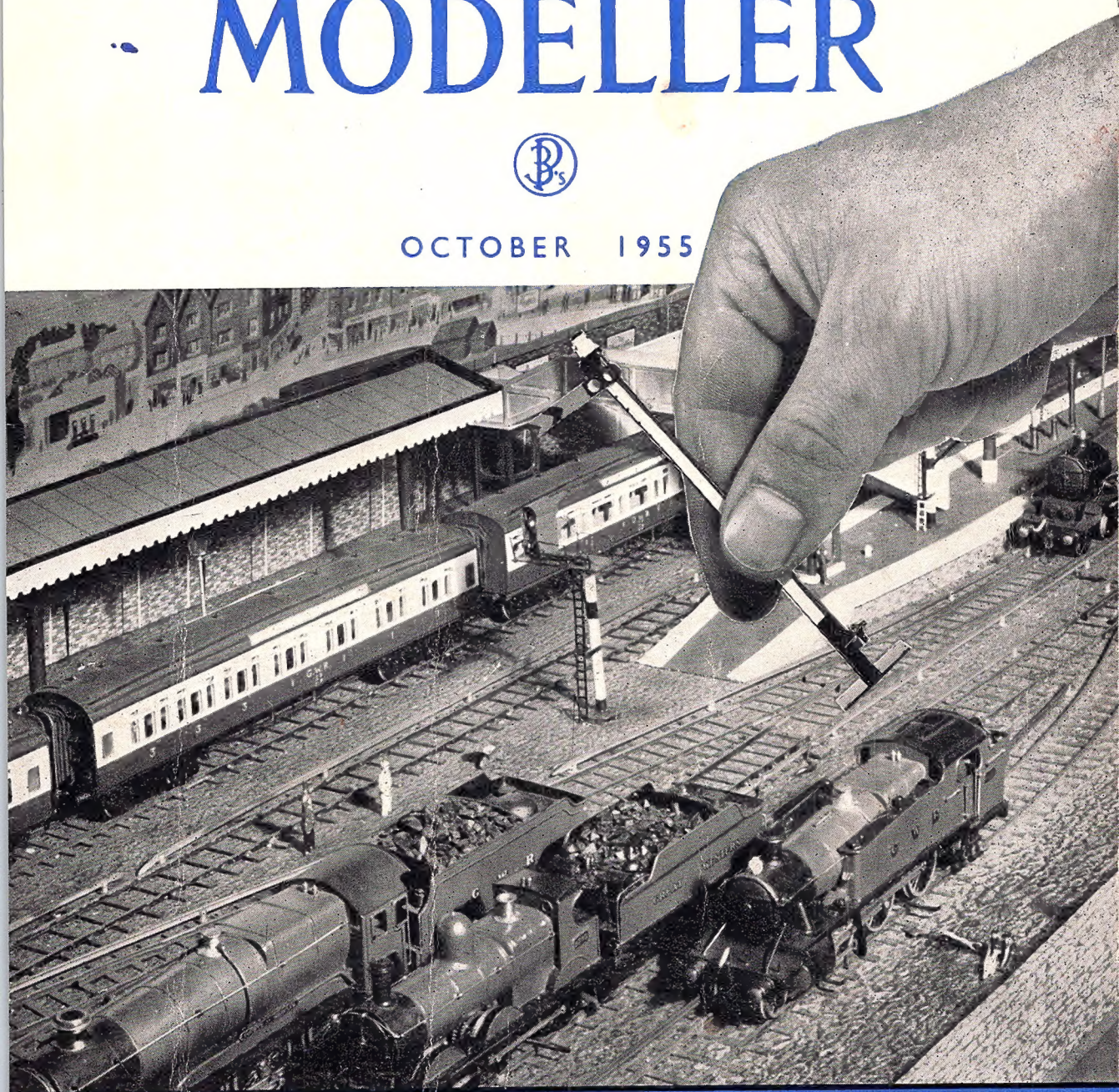
MODEL RAILWAY HOBBY SHOW NUMBER

RAILWAY MODELLER

OCTOBER 1955



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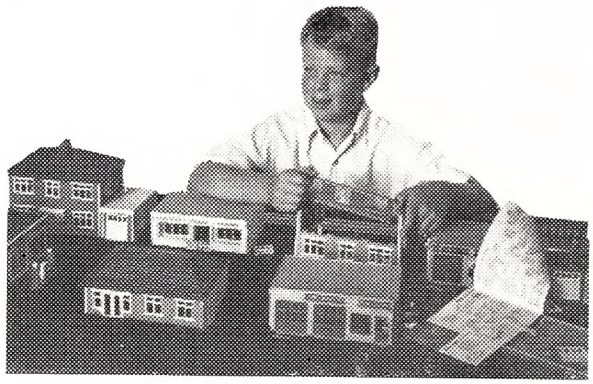

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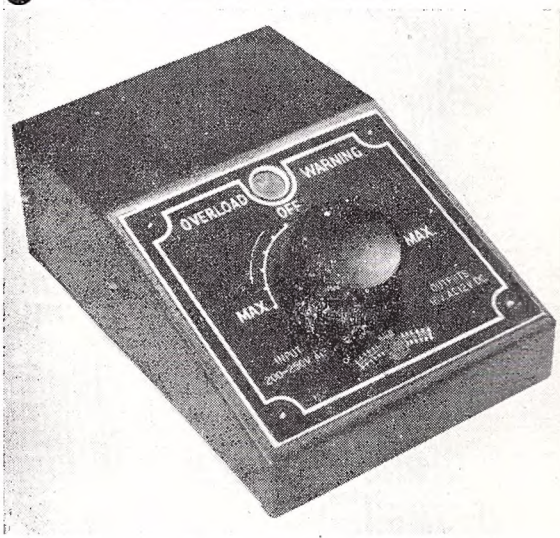

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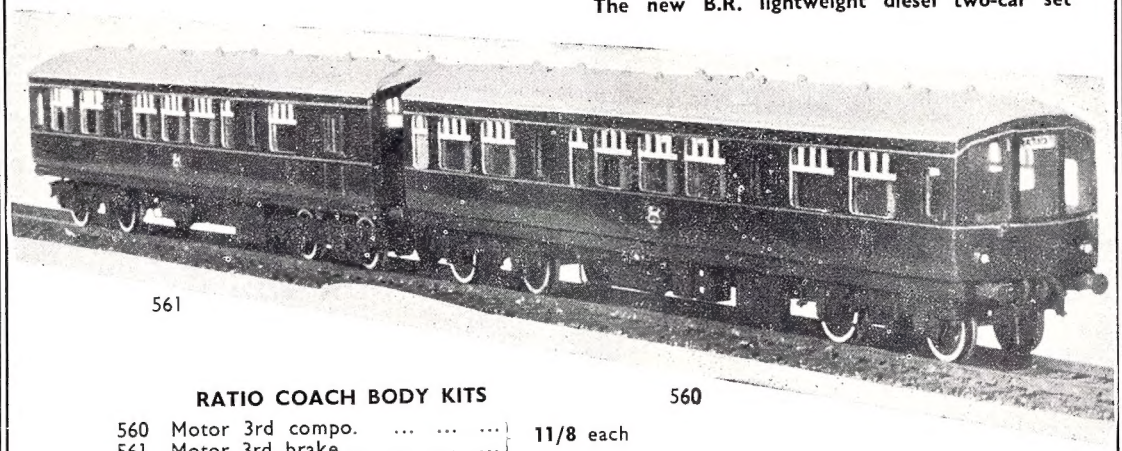

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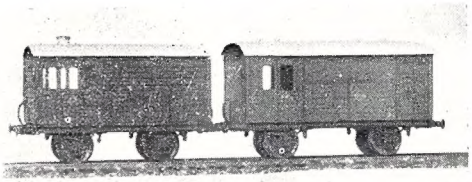

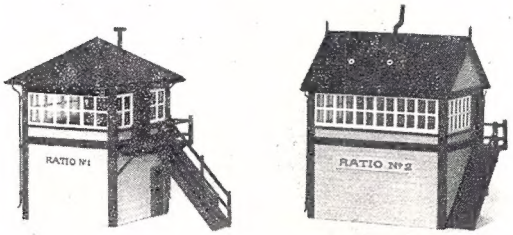

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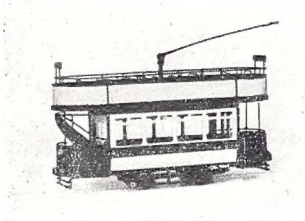

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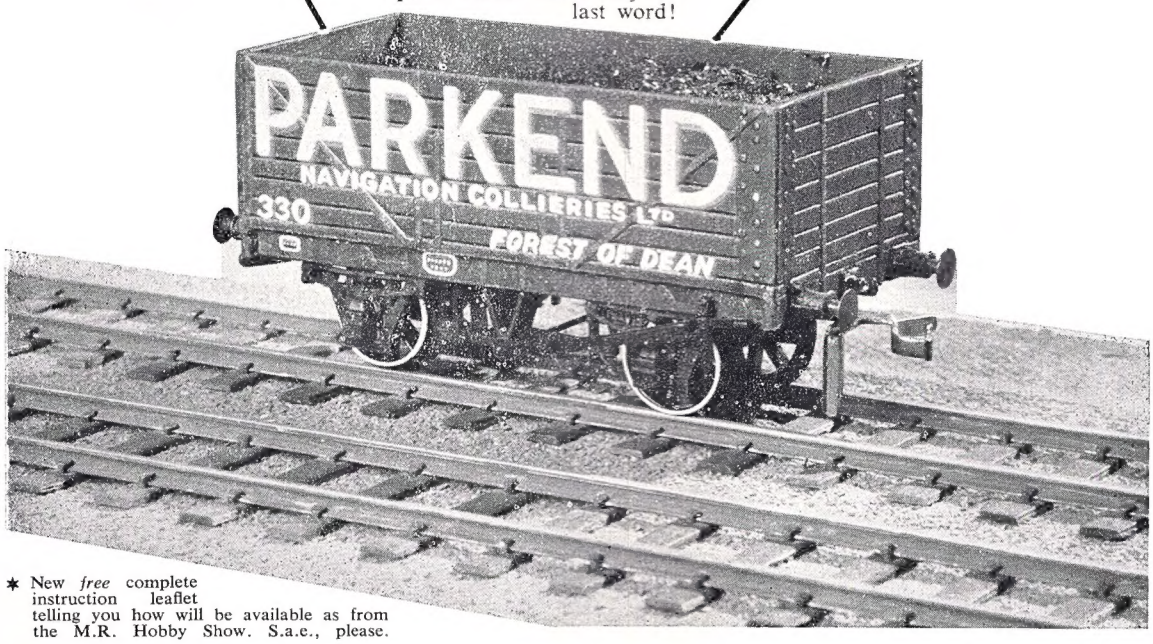

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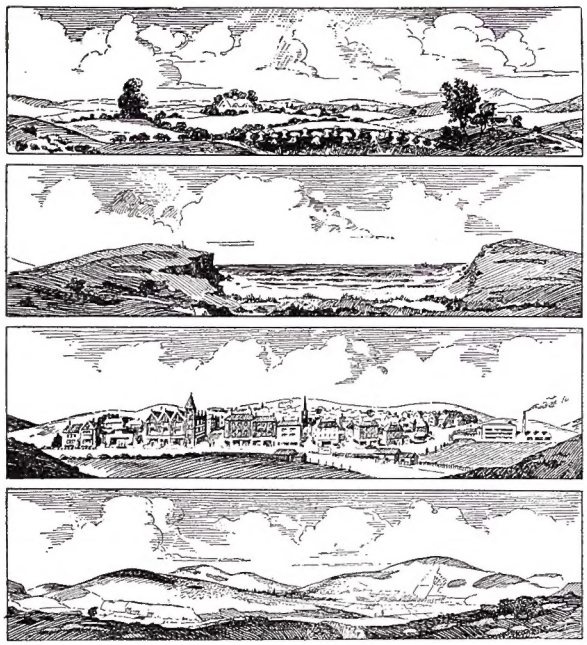

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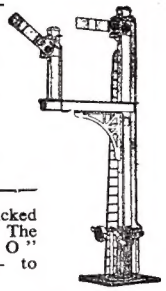

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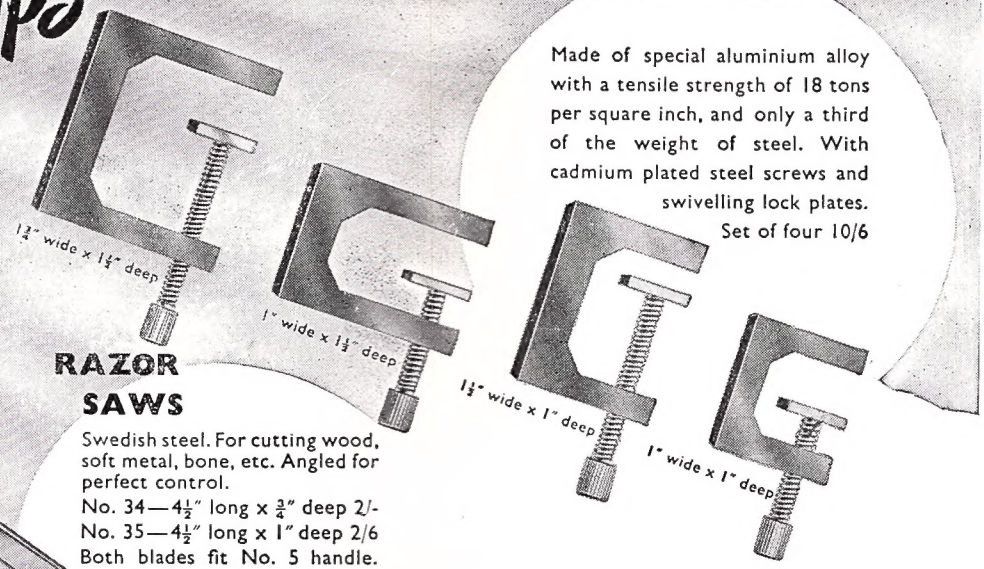

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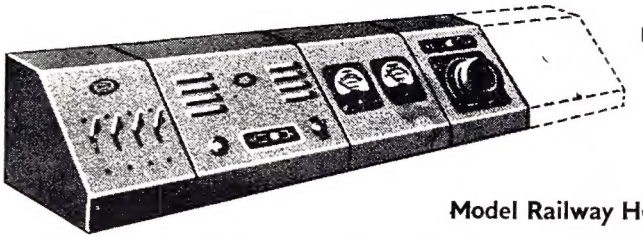

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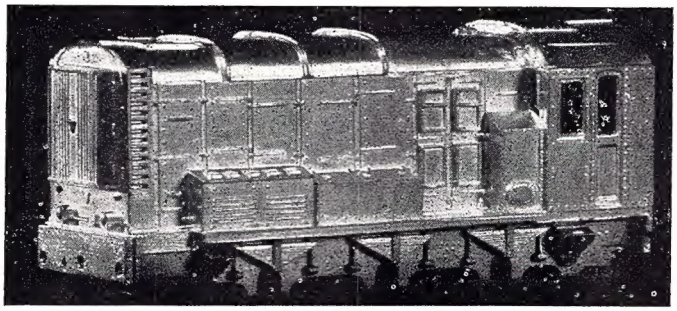

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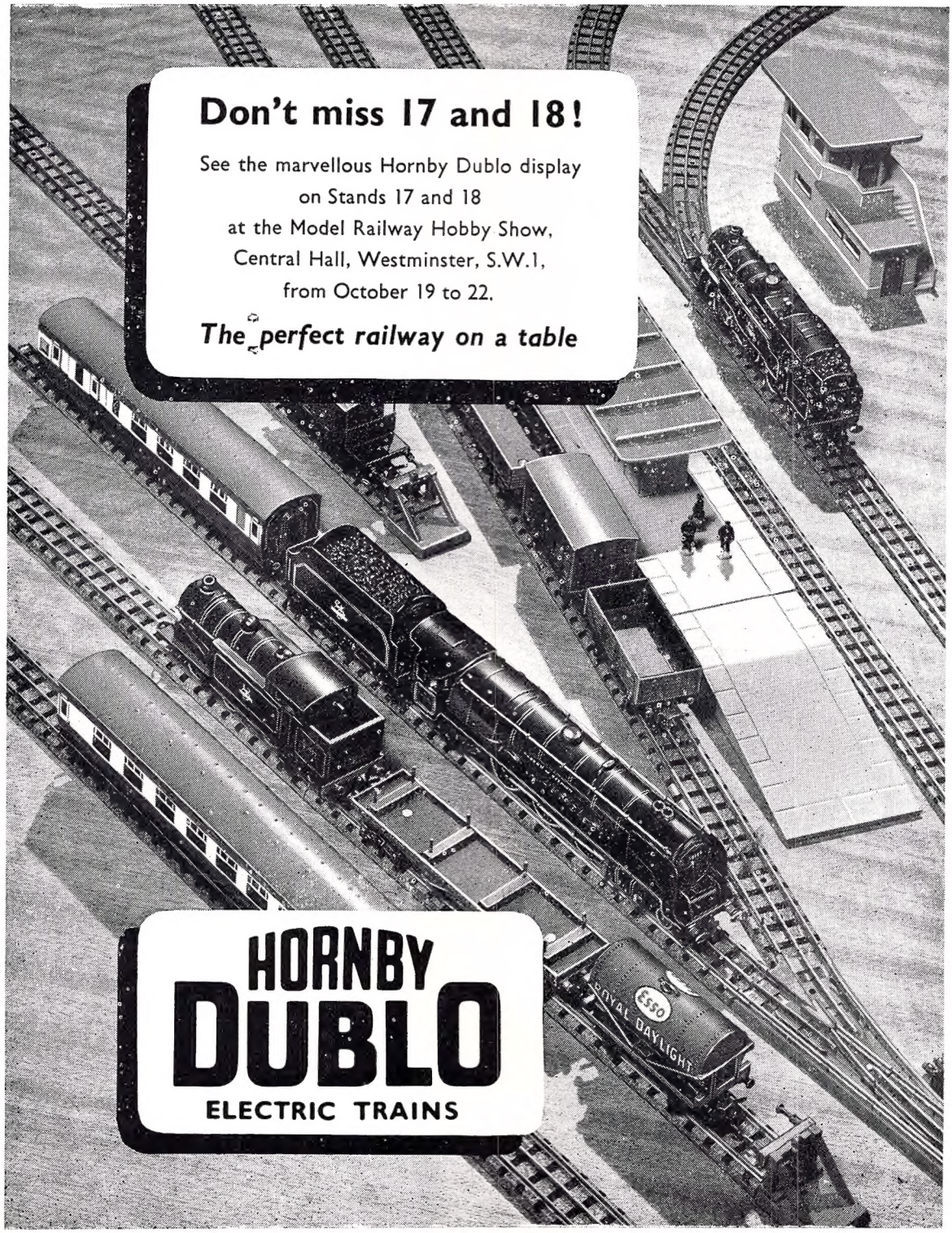

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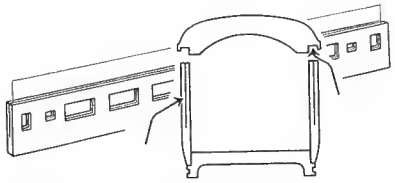

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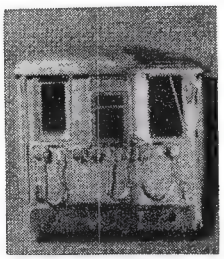

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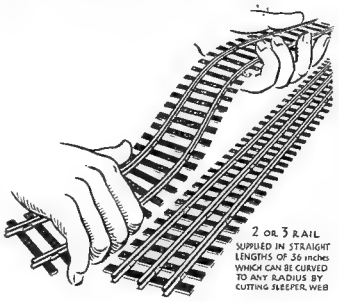

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RAILWAY MODELLER

For the Average Enthusiast Specializing in Small Scale Railway Modelling

VOL. 6. No. 60. OCTOBER 1955

Managing
S. C. PRITCHARD

Editor
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Advertising
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BACK NUMBERS

Back numbers of most issues of the Railway Modeller from November 1951 are available, price 1/6 each plus postage (2d. first copy, ½d. each additional copy). We regret that certain issues are now out of print, while stocks of many others are low.

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NEXT MONTH

Readers will note that P. D. Hancock has made reference to the Glenmuir extension of the Craig & Mertonford, a development foreshadowed in the description of the line featured in his prizewinning article last year. Next month Glenmuir will be described in our Railway of the Month feature, as always with full illustrations.

THE LOBBY

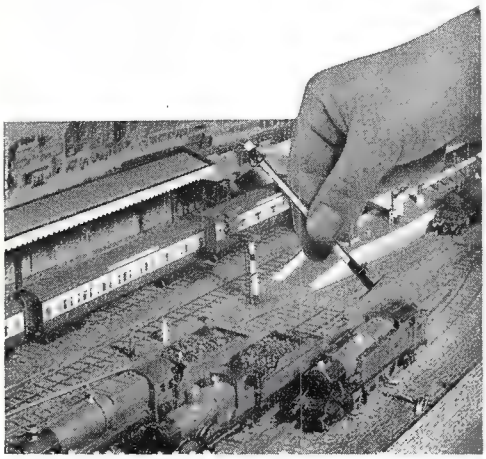
THE Model Railway Hobby Show is an exhibition with a difference. Hitherto all purely model railway exhibitions have been organized by amateur clubs, who have invited trade firms to exhibit; but on this occasion it is the trade who are organizing the show and inviting certain clubs to co-operate by showing what can be done with commercial products.

It is a significant sidelight on the growth of our hobby that it has become necessary for the trade to organize its own show. Coming as it does at the start of the modelling season, it provides just at the right time a fine shop window for the many interesting new items that will be available, and thus gives the enthusiast a wonderful chance to see for himself the vast extent to which the trade now caters for the railway modeller, both with products and publications.

The exhibition will be held at the Central Hall, Westminster, from Wednesday to Saturday, October 19—22, and will be open on each day from 11 a.m. to 9 p.m., the admission being two shillings for adults and one shilling for children. Tickets may be obtained in advance from the organizers and from all exhibitors. This is a show you must not miss, and in accordance with our usual practice a preview of the exhibition and of exhibitors' stands will be found on pages 228 to 231.

COVER PICTURE

This shot of Mr. Quarrie's Exeter, St. Fagans station, our Railway of the Month, is featured on the poster advertising the Model Railway Hobby Show.



Railway of the Month

EXETER, ST. FAGANS

by R. G. M. Quarrie

THIS layout was started in May 1952 when the writer moved to his present house. Previously it was a rather small joint G.W.-S.R. layout in a room measuring 11ft. x 8ft. and was described in *M.R.C.* in 1953.

After the move it was decided that it should be 100 per cent Great Western based on the Reading—Exeter—Penzance section about the period 1946-47 prior to nationalization. This was chiefly due to the fact that I had built a "County" class loco, which, of course, could not be shown running in the 1939 period!

As will be seen from the plan, the layout is based on a through station with divisional loco depôt, mythically named "Exeter, St. Fagans," with a low-level continuous route, and a rising straight gradient of 1 in 58 to the high level. Here the main line passes through a small Cornish town yet to be named, with adjacent port for small coasting steamers, disappears through a tunnel and emerges on the other side through some typical Cornish secenery (the "Castle" is seen in this section) and joins the up line over the viaduct to return down the gradient to Exeter. Here the loco draws away to the loco yards and the coaches return to the coach sidings. Main-line traffic is handled on the up and down main through platforms or via the relief platforms if the main ones are occupied. Branch-line local trains are worked to and from the small station from the bay platforms. Freight is marshalled in the yards and run either in small trains to the dockside or in longer ones that are remarshalled upon return to the yards.

The loco stud comprises 5031 "Totnes Castle" and 1011 "County of Chester" for express passenger working on through trains, 2920 "Saint David" for mixed traffic, and a 2-6-2 tank for local goods and passenger service, with a Dean 0-6-0 goods sharing this work. All were built in the home "shops," i.e. kitchen table efforts for heavy work and a small table in the lounge for the more detailed and finer work. Readers will no doubt be rather amazed that there is no ubiquitous pannier tank for station duties, but I have just not got around to making one yet. I hope to fit one into the winter programme, together with a 28XX 2-8-0 for heavy freight working.

As will be seen from the photographs, this layout is still three-rail on sponge rubber, which gives very good running. In fact the running even passed the critical, expert eye of my friend Mr. Fleetwood-Shaw when he last paid a visit to Yorkshire!

All previous litho goods stock has now been withdrawn and is being replaced by home-made stock using thin plywood scribed for plankwork with the usual corner plates and strapping. These are all hand painted in matt finish oils and lettered by the writer, using a fine paint brush. I found lettering by brush with paint much easier than using a pen and Indian ink. Readers will notice that quite a number of the private owner open wagons were selected from the excellent illustrated articles in the RAILWAY MODELLER and *M.R.N.* by Mr. A. G. Thomas, to whom I am much indebted.

Signalling is very much in its infancy and so far only Exeter has been fully equipped with colour light starters, some of which may be seen in the photographs. Elsewhere home-made G.W. pattern lower quadrant signals are appearing as and when they get finished in the "shops."

Scenery follows the conventional lines, using medical lint and crumpled brown paper suitably painted with poster colours, and the scenes behind Exeter are a mixture of Bassett-Lowke scenery and various railway posters suitably cut and blended together as suggested by the Rev. Edward Beal.

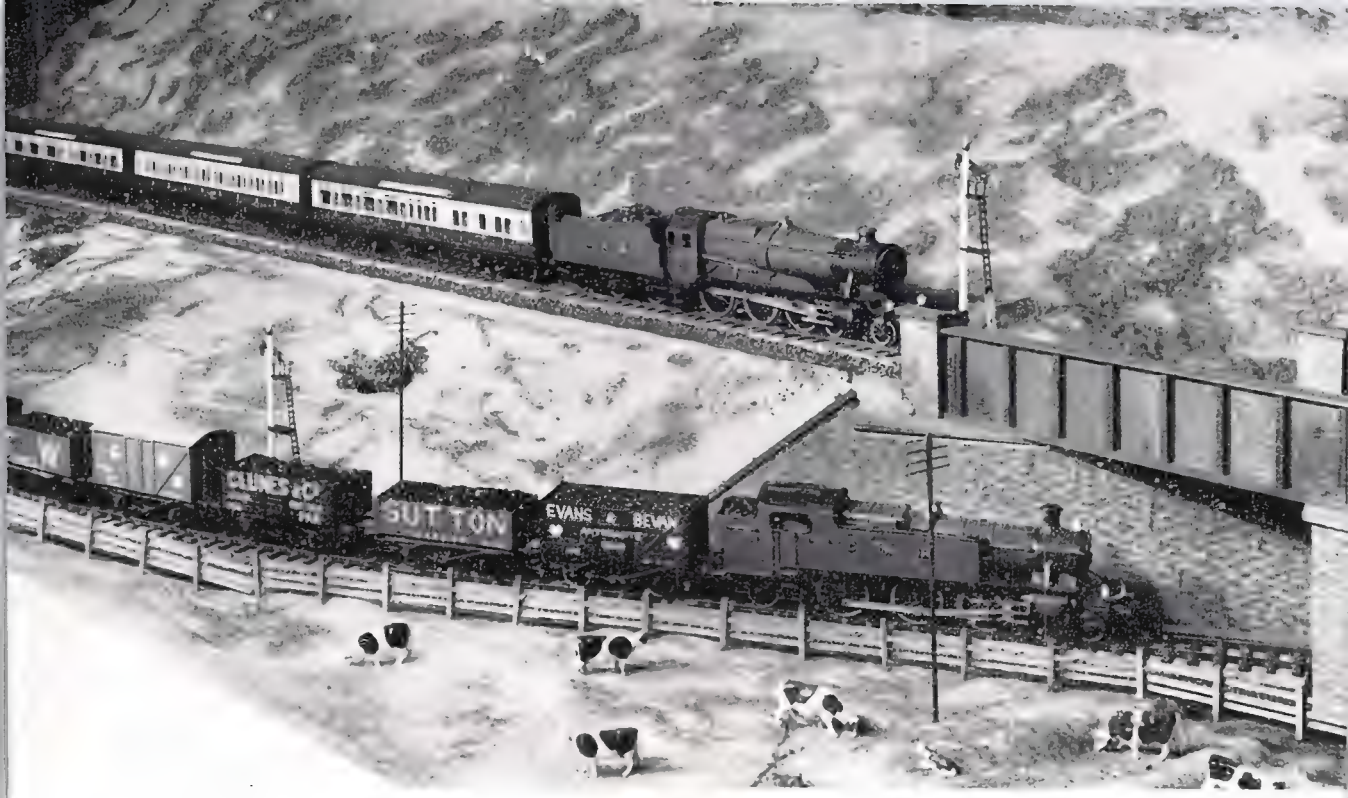
As with most other layouts, a great deal remains to be done, but therein lies the beauty of the hobby. Just how I find time to do my work at all is really something of a mystery, as there are so many other activities that require attention, such as gardening, cricket and hockey, to name but a few.

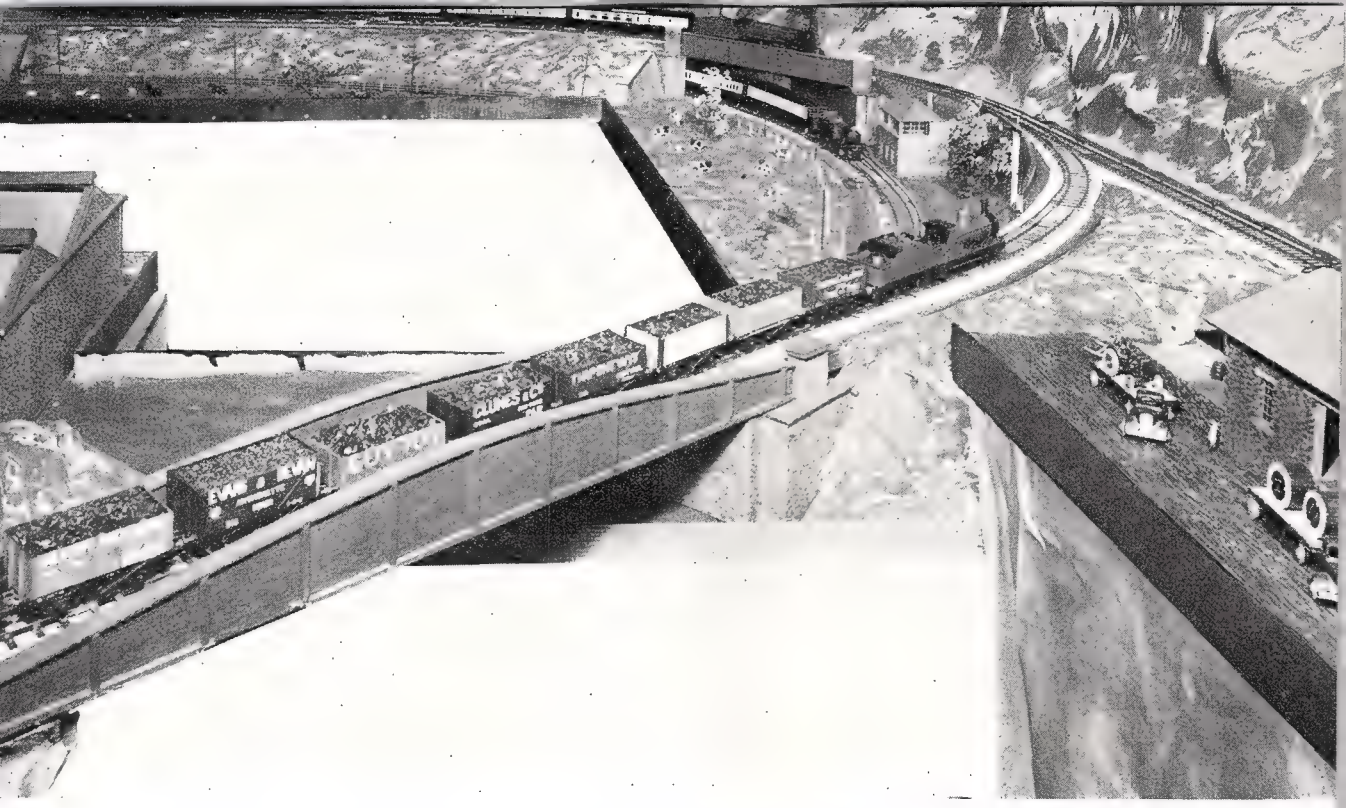
The layout is situated in the loft above my house, approached by a folding ladder through a specially constructed trapdoor.

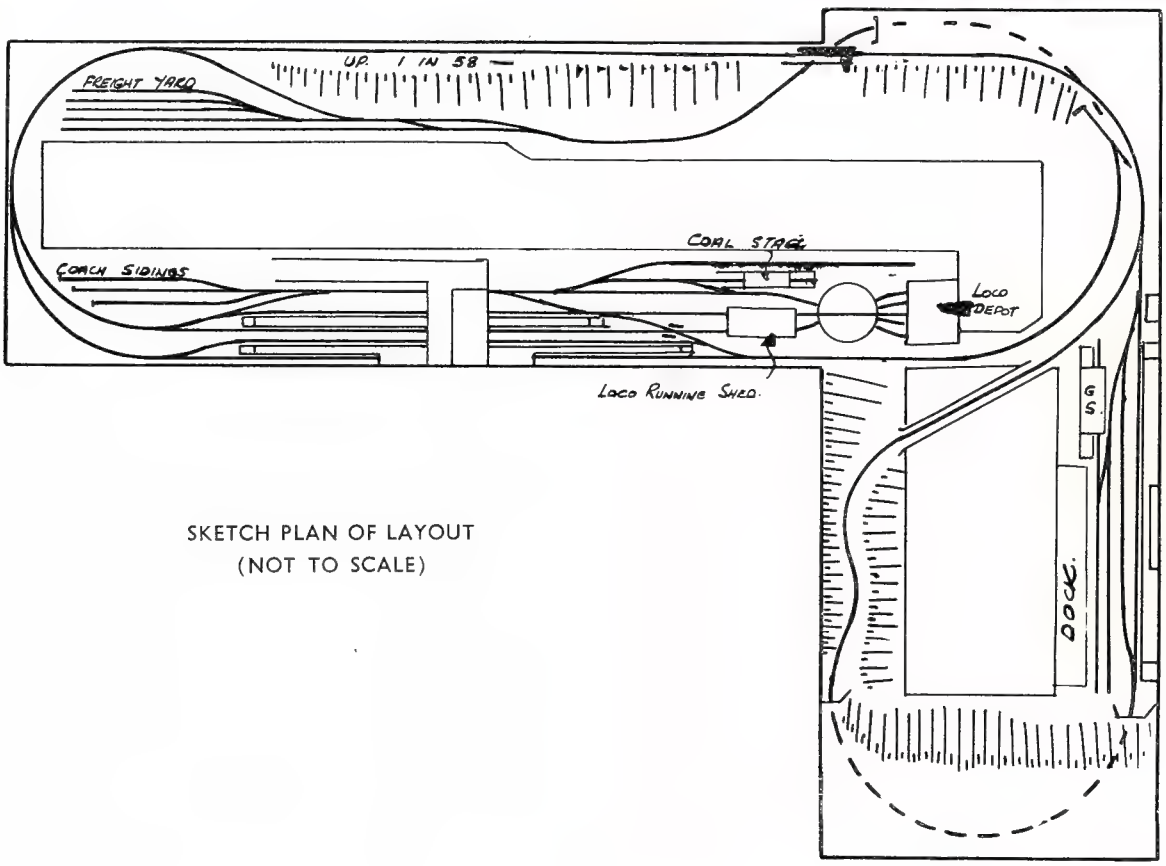
Power at the time of writing is on the single-supply system, utilizing two controllers and numerous section switches. I intend converting to cab control when I eventually change to two-rail, which one presumes is inevitable although it hardly bears contemplation at the moment.

Top right: 1011 "County of Chester" heads a rake of Ratio Toplights on the high level, while a big Prairie 6118 hauls a loose-coupled freight on the lower line.

Bottom right: Exeter, St. Fagans with 5031 "Totnes Castle" on the Toplight set. Note poster scenery in background.


SUTTON
EVANS & BEVAN





SKETCH PLAN OF LAYOUT
(NOT TO SCALE)

Top left : " Totnes Castle " heads a rake of Exley coaches into the docks station, while the Dean goods waits for the clear signal. On the low-level line, 6118 and a two-coach clerestory set are en route for Exeter, St. Fagans.

Top right : Tre- Pol- or Pen ? The Cornish dockside station, with Dean goods on celerestory set, and line of hand-painted P.O. wagons in foreground.

Bottom right : " Totnes Castle " on Exley rake running through typical West Country scenery.

The delivery of "Joan" at Ormistone exchange sidings. (Official C.M.R. photograph.)

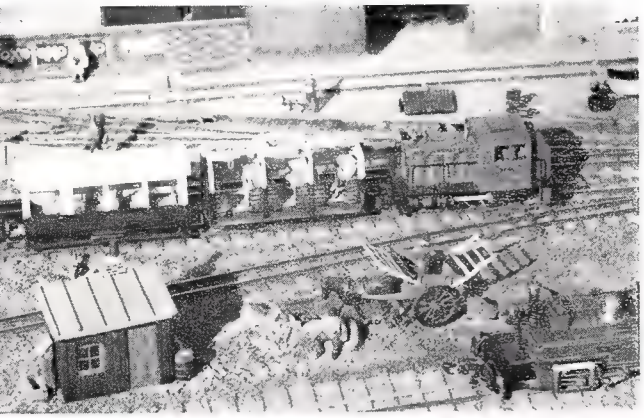
THE

AUGUST 31, 1955, was a day of bitter shame for the Craig and Mertonford Light Railway, for on that day the company took possession of its first diesel locomotive! It is true that when the subject of acquiring a diesel was first brought before the board Lord Craig of Craig had inquired, "And just what *is* a diesel locomotive?" But his objections had been overruled, or rather he had been won round to the way of thinking of the other members of the board —for, when all is said and done, Lord Craig *owns* the C.M.R., and his objections really *cannot* be overruled!

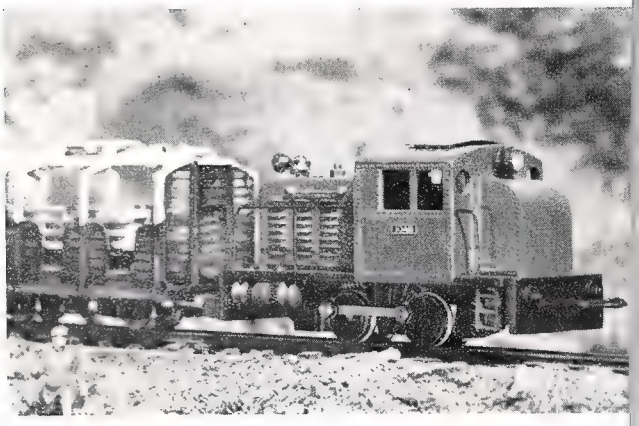
Anyway, the diesel was duly ordered from the firms of Lindsay and Kemtron in the United States, and the company's dollar reserves were thereby considerably depleted. British Railways undertook to transport the loco from Dunbar to Craig, and our first photograph shows the diesel's arrival upon a standard-gauge well wagon. There was, you note, quite a reception committee. Lord Craig was persuaded to say a few words in honour of the occasion, and his impromptu speech (consisting of five closely typed pages of foolscap) was warmly applauded. He laid stress upon the "momentous decision taken by the board of directors to modernize this historic railway," and went on to quote the chief mechanical engineer's glowing recommendations of diesel power, diesel locomotives and everything connected with dieselization. "Finally," said Lord Craig, "I have much pleasure in naming this locomotive "Joan," after my sixth youngest daughter, y' know. Let us only hope that the locomotive will be a bit more amenable than its namesake, eh, what? Ha! ha! (Vociferous applause.)

The second photograph was taken two days later when "Joan" was backed on to her first train at Craig station and given the right-away to haul the 9.45 to Mertonford. Lord Craig and other officials of the company were there to see her off and to travel on the train, and Lord Craig was bitterly disappointed to discover that "Joan" was completely unable to whistle in the style long hallowed by tradition, but could, instead, only utter a noise "something like a blessed ship's siren, don't y' know!"

However, "Joan" made good time as far as Ormistone, and really excelled herself on the newly laid stretch of track leading into Glenmuir. Driver Angus McPhwat opened her full out, and she streaked



"Joan" heading the 9.45 Craig—Mertonford mixed train at Craig. (Official C.M.R. photograph.)



"Joan" at speed between the bridges on the newly laid Ormistone—Glenmuir line. (Photo by courtesy of Craigshire "Daily Advertiser and Gazette.")

TALE OF A DIESEL

A story with a moral

by P. D. Hancock

across the line's two bridges at a speed that must at times have touched a full twenty miles per hour. Alisdair MacAndrew, the well-known "roving cameraman" of the Craigshire *Daily Advertiser and Gazette*, had stationed himself well beforehand between the bridges, and managed to secure our third picture, which shows "Joan" getting well and truly into her stride.

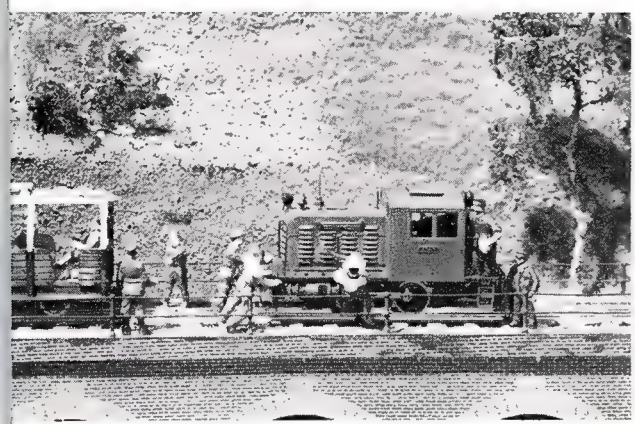
And then, just as the train rattled on to Glenmuir viaduct, disaster struck! There was a flash, a cloud of blue smoke, and "Joan" slid quietly to a standstill. What was more, nothing that driver Angus MacPhwat could do was able to get her started again, and Alisdair MacAndrew, hurrying on to the scene, was enabled to get our fourth photograph, which shows the exasperated Angus MacPhwat belabouring the unfortunate locomotive with a sledgehammer—the usual method adopted on the C.M.R. to get recalcitrant machinery working again! The other passengers stand around helplessly, while Lord Craig engages in a long argument with the chief mechanical engineer as to the respective merits and demerits of steam and diesel locomotives.

In the end, Angus MacPhwat was forced to walk back along the track to Glenmuir and to telephone for a relief locomotive to be sent from Craig. Fortunately "Agnes" was already in steam and she arrived on the scene some thirty minutes later, which, incidentally, was not a moment too soon for the chief mechanical engineer, who was definitely getting the worst of his argument with Lord Craig.

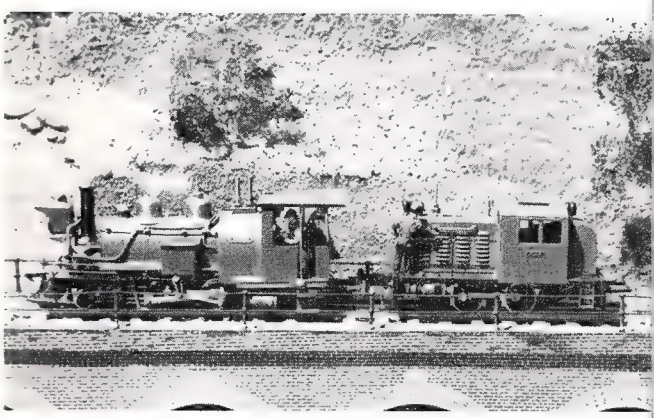
The last photograph, taken as before by Alisdair MacAndrew, shows the final scene in this sad chapter of events, as "Joan" is hauled ignominiously back to Craig behind her steam-powered shedmate.

All of which no doubt proves something or other. It also explains why the C.M.R. has decided to stick to steam power for the time being—although it should perhaps be mentioned that the chief mechanical engineer has been heard muttering vague phrases about "fifty-cycle electrification," "pantographs," and "extramcar chassis." But until he can come up with an electric hooter which sounds like a steam whistle we don't really think he has very much hope of impressing Lord Craig!

NOTE.—The locomotives and characters portrayed above *do* exist, but the account of "Joan's" performance is, of course, a gross libel upon the excellent products of the firms of Kemtron and Lindsay, to whom I now offer my most abject apologies!



Tragedy on Glenmuir viaduct. "Joan," broken down, is detached from her train, while various members of the staff attempt a repair. (Photo by courtesy of Craigshire "Daily Advertiser and Gazette.")



Steam triumphant! "Agnes" removes the recalcitrant "Joan" to Craig sheds, where a skilled staff (one fitter, one boy) will restore her to full efficiency. (Photo by courtesy of Craigshire "Daily Advertiser and Gazette.")

THE FIRST

MODEL RAILWAY HOBBY SHOW

to be held at the

CENTRAL HALL, WESTMINSTER, OCTOBER 19—22

THE growth of our hobby in the last ten years has been phenomenal. Before the war it was almost completely confined to two types of enthusiast: the modeller who made almost everything himself with only a small range of commercial components to help him, and the enthusiast who could afford to order hand-made models. Most toy train sets were not only out of scale, but frequently bore no resemblance to anything ever seen on a railway!

Today there are so many proprietary trains which are virtually scale models, as well as a wide range of components, kits and finished items for the layout, that any reasonably careful enthusiast can, without having first to master the full craft of modelmaking, produce a model railway that will work well and look authentic.

Such is the growth that the trade felt that the time had arrived when they must make it possible for the public to see in one conveniently situated hall, at the beginning of the winter season, the vast range of products that are now available. Although primarily an exhibition for the trade, several of the leading amateur clubs have been invited to participate, to inspire beginners by their example. There will be many working layouts on view, and we feel sure that everyone who visits the show will leave with a host of fresh ideas.

As mentioned in our editorial, the exhibition will be held in the Central Hall, Westminster, from October 19—22. As we announced last month, it will be formally opened at 11 a.m. on the Wednesday by the popular television, radio and stage personality David Nixon, who is himself a keen railway modeller. Admission will be two shillings for adults and one shilling for children, and the exhibition will be open from 11 a.m. to 9 p.m. on each day.

Through the co-operation of the many exhibitors we are able to give details of the various stands in numerical order.

Stand 1. KIRDON ELECTRIC LTD.

The new Kirdon diesels, the L.M.R. 10000 and the B.R. 0-6-0 shunter, will be prominently featured. These models are moulded from high-impact polystyrene, and are fitted with wheels to N.M.R.A. standards, enabling them to be used on scale, Peco, GEM, Wrenn, Hornby and Rovex tracks. A 12-volt D.C. motor is fitted, and two- or three-rail versions can be obtained. Kirdon also supply a kit for an N2 locomotive and a motor bogie unit.

For the modeller who favours transatlantic practice, there are the Kirdon box car kits, trestle bridge kits and sprung bogies. Other bridge kits are for plate and bow girder patterns. The popular Kirdon power units will also be featured.

Stand 2. *MODEL RAILWAY CONSTRUCTOR*

A full display of M.R.C./Roche protoype drawings, together with the current and back issues of the *Model Railway Constructor,* will be available.

Stand 3. INFORMATION BUREAU

This stand, staffed by the exhibition organizers, will provide general information on all aspects of the hobby and will sell the exhibition catalogue and other trade literature.

Stands 4 & 5. A. W. HAMBLING & CO.

On stand No. 4 the full range of the popular "Bilteezi" series of building constructional cards will be exhibited. The range is now increased to twenty-three cards by the introduction of the new series "E," which comprises three cards of buildings of modern suburban design. Also on show will be the range of "Merco" building papers and many other scenic items.

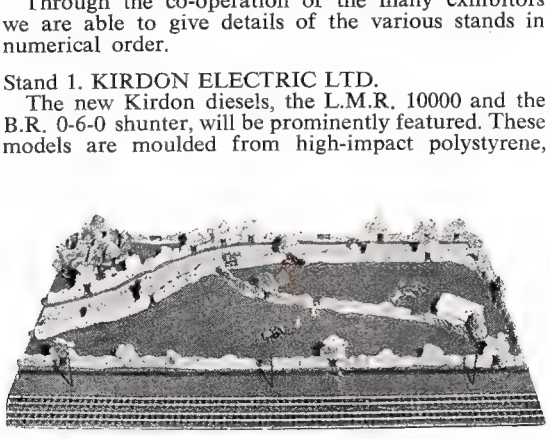
On stand No. 5 will be seen all the well-known Hambling "OO" parts for building model locos, coaches and rolling stock, including Hambling's all-metal coaches and "Gnat" loco.

The new diesel 0-6-0 loco will be available, either complete or in kit form.

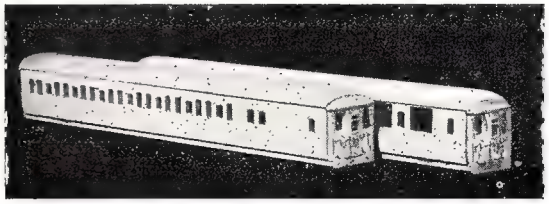
Stand 6. MODELCRAFT LTD.

Featured on the Modelcraft stand will be the full range of their well-known "OO" gauge "Lineside" kits and plans, the popular "Railway Modelling" series of handbooks by Edward Beal, and the extensive series of building papers and accessories.

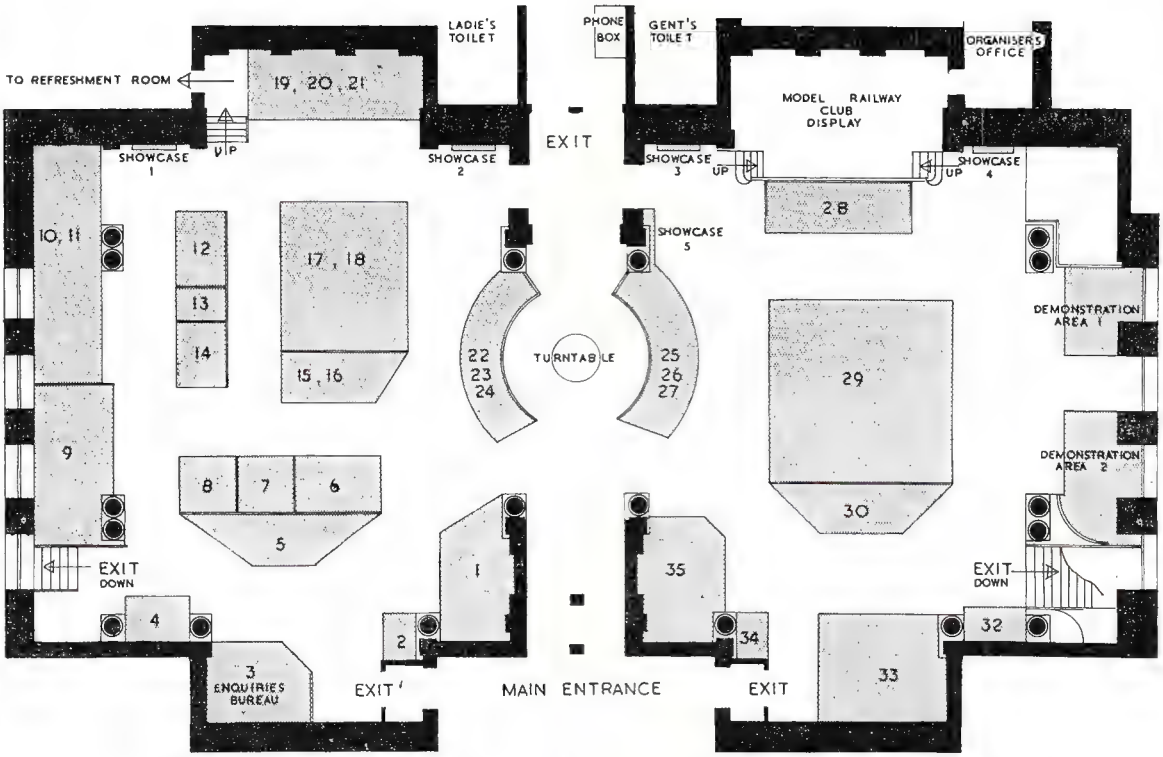
There are now ten "Lineside" kits, including stations, signal cabins, a locomotive shed, a footbridge and a unique set called "Trackside Features,"



A scenic picture, using Grovewell's foam rubber hedges and trees.



CCW two-car BIL units with cast ends.



KEY

1. Kirdon Electric Ltd.
2. "Model Railway Constructor."
3. Hobby Publicity Ltd.
4 & 5. A. W. Hambling & Co.
6. Modelcraft Ltd.
7. No information.
8. Grovewell Ltd.
9. Percival Marshall & Co. Ltd.
10 & 11. Tramway & Light Railway Society.
12. Southgate Hobbyshop.
13. Killick Model Railway Productions.
14. Hammant & Morgan.
15 & 16. George E. Mellor.
17 & 18. Meccano Ltd.
19, 20 & 21. Walkers & Holtzapffel Ltd.
22, 23 & 24. Taylor & McKenna.
25, 26 & 27. Pritchard Patent Product Co. Ltd.
28. Allan Brett Cannon Ltd.
29. Rovex Scale Model Railways Ltd.
30. CCW Productions.
32. Talyllyn Railway Preservation Society.
33. Ilford & West Essex Model Railway Club.
34. No information.
35. G. & R. Wrenn.

which provides seven different items to add realism to the layout.

Also on sale will be the famous "Treemaker" kit.

Stand 7.

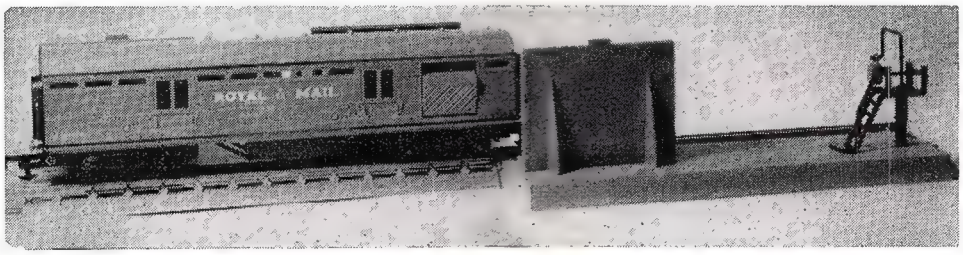
No information available at time of going to press.

Stand 8. GROVEWELL LTD.

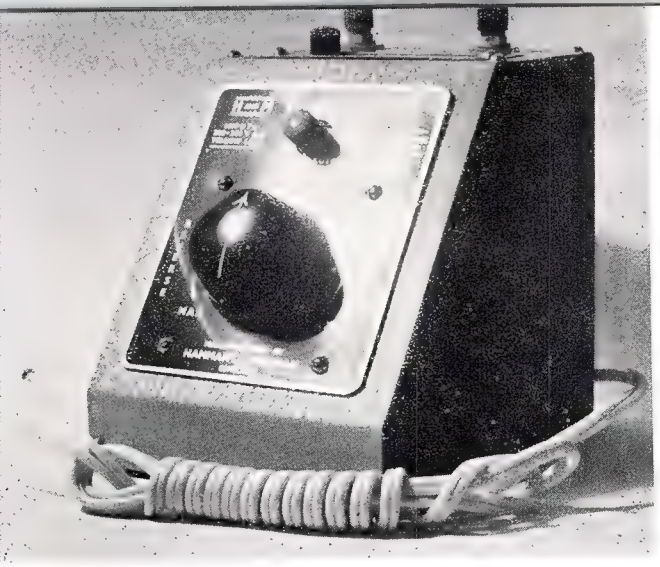
This stand will be showing model railway secenery made in latex foam, which is available in "O" and "OO" gauges in a number of designs. Enthusiasts will find it most realistic. It can be bent to the shape of a layout and can be fixed down with a little rubber solution, and may also be taken up and relaid should a change in the layout be desired. If necessary it may be cut quite easily to any required length.

Stand 9. PERCIVAL MARSHALL & CO. LTD.

This stand provides an opportunity for visitors to examine and purchase many of the wide range of



The Tri-ang Royal Mail coach will be seen in operation on their demonstration layout.



Hammant and Morgan Minor unit with vari-wave control.

model railway books published by Percival Marshall and Co. Ltd., the proprietors of our esteemed contemporary *Model Railway News*. Copies of this month's special miniature railway hobby number are also on sale, together with copies of its associate weekly, the *Model Engineer*, which has recently been enlarged to cover a much wider range of mechanical subjects.

Visitors to this stand can contact members of the *Model Railway News* inquiry bureau for free advice and information on any aspect of their hobby.

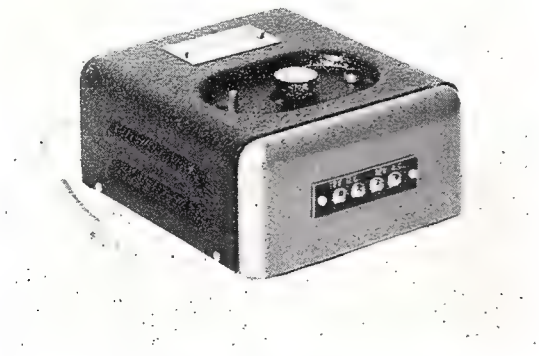
Stands 10 & 11. TRAMWAY & LIGHT RAILWAY SOCIETY

On these stands, members of the society will exhibit their models, and re-create on the running tracks a scene which has now disappeared from almost all our cities. Trams are popular models, and a good crowd is usually to be found round any running track.

Stand 12. SOUTHGATE HOBBYSHOP

Southgate Hobbyshop is demonstrating the amazing new Junior Trix train, which is powered by a hand generator any child can operate. As junior grows he can develop on full Trix lines with all the action accessories shown. The new "Playtown" buildings make an attractive addition to the layout. They can be arranged as a street or a town, as a bungalow or a skyscraper.

This stand contains a general display of Peco products as well as others which Southgate supplies under its well-known track conversion scheme. Southgate tip-top second-hand track can also be obtained. The new Southgate modelling outfits have a general appeal to all ages and they are most reasonably priced.



The A.B.C. Super pulse power unit.

Stand 13. KILLICK MODEL RAILWAY PRODUCTIONS

A display of "Elkway" track, a scale track on hardboard base, complete with ballast and printed sleepers, will be on show in 16.5 and 18mm. gauge, with no extra charge for the latter. It is available in bullhead chaired or flat-bottom soldered, with brass or nickel silver rail.

There are two types of chaired track: chaired on every third sleeper or chaired on every sleeper. All types of points are available.

Components will be available for home construction, suitable for scale, Hornby Dublo or Tri-ang.

Stand 14. HAMMANT & MORGAN

This stand will feature the well-known range of power units and accessories produced by Hammant & Morgan. The Multi-pack plug-in units and controllers will be shown, also the popular Minor units. Vari-wave control is a particular feature of Hammant & Morgan equipment, and gives infinitely variable choice between half- and full-wave rectification.

Also on show will be the Hammant & Morgan solenoid motors and flash switches.

Stand 15 & 16. GEORGE E. MELLOR

George E. Mellor will feature working layouts in GEM Flexi-Trak, both two-rail and three-rail. Proprietary as well as scale locomotives and rolling stock will be seen running to demonstrate the universal application of this "OO" gauge track, which is suitable for B.R.M.S.B., N.M.R.A., Dublo, Trix, Marklin, Rivarossi and Tri-ang standards.

In addition all the GEM specialities will be on display, including locomotives, mechanisms, X3 and X5 motors, lever frames, track and pointwork, lineside fencing, coach bogies and kits, locomotive drawings, etc. Also on show will be goods by Anorma, ERG, Modelcraft, S. & B., Slater and others.

Stand 17 & 18. MECCANO LTD.

Two display boards, each with a different layout, will demonstrate the flexibility of the Hornby Dublo system, and effectively show its main features. These include remote control, not only of the trains, but also of coupling and uncoupling operations, electrically operated points and signals. The layouts together include a comprehensive display of Hornby Dublo accessories.

A novel exhibit will be the case containing one of the popular Hornby Dublo 2-6-4 tank locomotives, which has been carefully cut away to present a sectional view of its interior. The motor and driving wheels of the engine can be operated by a switch on the case.

Stands 19, 20 & 21. WALKERS & HOLTZAPFFEL

"OO" and "O" gauge model railway equipment of all descriptions, including the famous Romford mechanisms, motor bogies, and locomotive driving, bogie and tender wheels, will be featured. The new 0-6-0 diesel shunting loco, fitted with the "Phantom" mechanism for great hauling power, will be demon-

Stand 4 will feature Bilteezi sheets. This semi-detached pair is one of the latest items.

strated. There will be a special display of hand-built models in both gauges. Small fittings and parts and stocks of all quality goods advertised in the model railway magazines will be available as well as secondhand models in great variety, including rare foreign prototypes and narrow-gauge locomotives.

Stands 22, 23 & 24. TAYLOR & McKENNA

This stand, centrally situated, will attract every type of model railway enthusiast. Full ranges of scale model fittings, universal tracks and accessories for the average enthusiast and the latest models and innovations from the great commercial houses—Hornby, Tri-ang/Rovex, Trix—will be available to the public. Predominence, however, will be given to the famous Marklin model railways, and these will be given a setting in the equally famous Faller range of continental houses and buildings, many of which will be available for inspection.

Stands 25, 26 & 27. PRITCHARD PATENT PRODUCT CO. LTD.

The Peco stand will feature universal spiked flat-bottom track components, from which can be built, at extremely modest cost, track to suit all "OO" and "HO" gauge scale and proprietary systems. Also on view will be the popular Pecoway ready-assembled true-scale track and the famous Peco Wonderful Wagon kits.

This stand will also be the home of the RAILWAY MODELLER and other Peco publications. Staff from the Peco Technical Advice Bureau will be on hand to welcome you and to answer questions. Demonstrations in the use of Peco products will be given during the run of the exhibition.

Stand 28. ALLAN BRETT CANNON LTD.

A.B.C. will be featuring a full range of all leading manufacturers' products, in addition to their well-known range of 12-volt D.C. power units. Type A gives a straight output of 12 volts D.C. at 1 amp., and needs a controller in addition. Type B2 has a controlled 12-volt D.C. output with thermal cut-out protection as well as a 16-volt A.C. output. Type C is a simpler version of B2 with only the controlled 12-volt output. The Super pulse power unit has a controlled 12-volt D.C. output, which has a controlled pulse output and automatic resetting thermal cut-out. A 16-volt A.C. output is supplied.

Stand 29. ROVEX SCALE MODEL RAILWAYS LTD.

The popular range of Tri-ang/Rovex trains will be exhibited here on a large working layout. Many new items will be seen, including the new twin unit diesel and remote control points.

Stand 30. C.C.W. PRODUCTIONS.

Many new additions to the wide range of CCW coach construction kits will be shown. Most "OO" and "O" gauge kits now include cast metal ends giving exceptional detail. A wide selection of scale bogies and fittings for coaches will be available, as well as the new "fittings" kits for many coaches and vans. CCW are sole distributors of the famous "Scaloh" track, wheel castings and other products, and offer a most comprehensive service, including paints, accessories and blueprints. Of special interest are several American and Canadian kits and "shorties" for table railways.

Stand 32. TALYLLYN RAILWAY PRESERVATION SOCIETY

This stand will feature the work of the society in restoring this historic line, and many interesting photographs and exhibits will be on show.

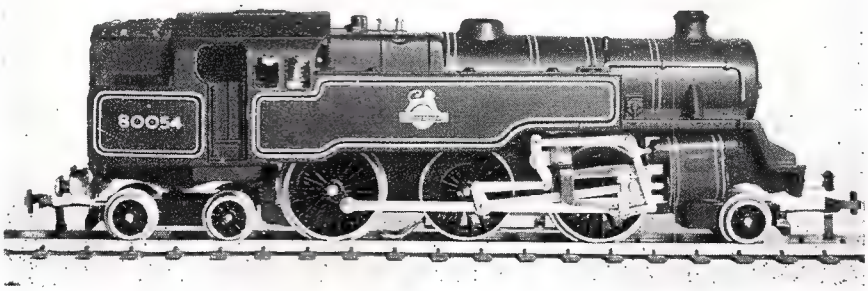
Stand 33. ILFORD AND WEST ESSEX M.R.C.

The club's new "OO" gauge two-rail layout will be the main feature of this stand.

Stand 34.

No information available at time of going to press.

(Continued on page 241)



Meccano Ltd. will be showing one of the popular new 2-6-4 tanks in section form.

ON STARTING AND

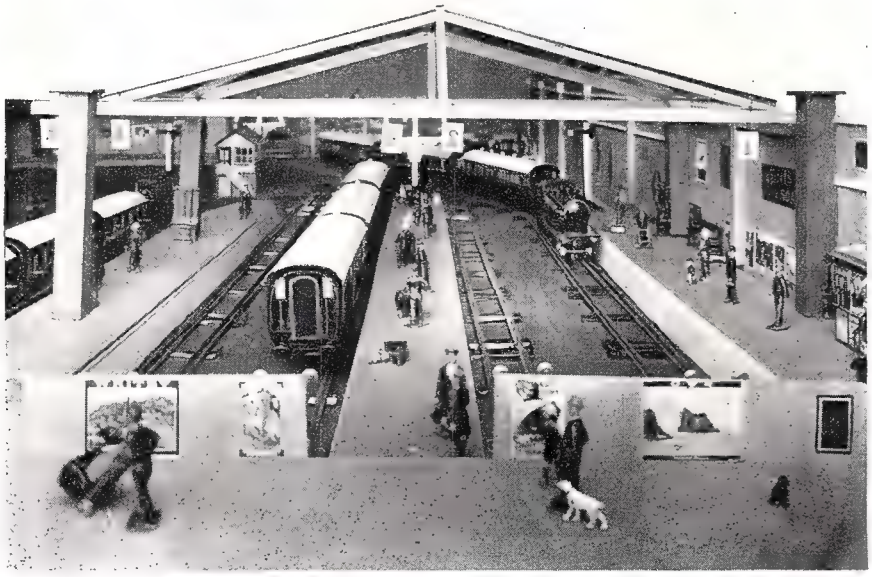
No model railway can spring into being overnight; years of development are often required. In this article Norman Eagles describes the way he built up the Sherwood Section from small beginnings.

LET me say at the very outset that I have never been a rich man, nor, might I add, have I any expectations or aspirations in that direction; so that any merits that the Sherwood Section of the L.M.S. may possess have not been achieved by means of an unlimited purse. This statement may cause many readers to wonder how the line has been developed and extended to bring it to its present standard—and, looking backwards, I am almost tempted to wonder too!

Like most enthusiasts, I started as quite a youngster with an "O" gauge tinplate line, many years before "OO" was launched on the market by W. J. Bassett-Lowke. As a schoolboy I read and reread the description of the "Muddle-Puddle" line in the *Boys' Own Paper* until I almost knew the article off by heart, and this fired my imagination, so setting me out on the long, long trail of building the Sherwood Section. In the autumn of 1921, I pleaded with my parents and all my relations to give me, for Christmas, equipment to start a real layout, and my wildest expectations were fulfilled. A Bassett-Lowke 4-4-2 precursor tank (strangely enough in Midland red twelve months prior to grouping) and a German type 0-4-0 tender engine were the nucleus of the locomotive stock. We then decided to build a layout that should be non-continuous, that should be operated like a real railway and that should be worked to a realistic timetable. A shade over a year later, in the February 1923 issue of the *Railway Magazine*, appeared an article by Mr. W. G. Hunter describing his G.N. gauge "1" line at Walberton, Sussex. To me it seemed the ideal layout. It had six stations, a main line partly double track and partly single, a country branch, a colliery, etc., and was operated by eleven locomotives. Many of these features have been incorporated in the Sherwood Section and have appeared in each of the four permanent layouts.

The best advice for any newcomer to our hobby is that which has been offered again and again: get a line running. Most enthusiasts start with either tinplate or proprietary track, and personally I think this is the best way. In the first year or two this allows for considerable experimenting and during that time the enthusiast can decide the type of line that really appeals to him. It is useless to plan a line requiring six operators if there are never more than two or three to work it, and it is equally useless to plan a small branch line worked by one or two locomotives if your inclination is going to run to intensive traffic operation and an extensive stud of locomotives. At this stage the ultimate goal should be planned, and like most goals it can be achieved only by persistent effort. One *must* keep one's eye on the target, and by that it is meant that there should be no changing of the target, no changing of scale or gauge, no changing of method of propulsion, no changing of the railway or period to be modelled—in fact no change that involves a major upheaval. Of course, it may well be that a change of residence will mean the dismantling of the layout and its re-erection in a new setting, but if the basic layout that is re-erected is similar in principle as regards type, propulsion and era to the one dismantled, then the bulk of the equipment can be used again. As an example, on the Sherwood we have some track and lineside equipment, and even rolling stock(!), that was installed on the second layout about 1930 still in use on the fourth layout a quarter of a century later.

The question of finance is one that must be settled differently by each one of us. To those who feel that although they want a layout they cannot



1927—the first layout. The forerunner of Nottingham Castle station. (Note tinplate track and mass - produced rolling stock.)

DEVELOPING A MODEL RAILWAY

by N. S. Eagles

afford it the question to be asked is, "*How much* do you want a layout?" My own advice to all newcomers is to allot a fixed sum every week or month, to be rigorous in keeping to that fixed sum and to treat it as a separate banking account which is not touched for any reason other than the railway. There is some small luxury that each and every one of us can do without to start this account off, even though it be only a reduction of the amount we spend on the pools, or a packet of cigarettes a week less. There is a well-known motto that carries a fundamental truth: "Where there's a will there's a way." Near relations will always give you birthday and Christmas presents that are dear to your heart; plead for "things for the railway." I have done this for years past and my alleged eccentricity has long been accepted; even my children now put station staff, wheels, couplings, etc., on the Christmas tree for me. How such presents help to build up the line!

Having settled in your mind the type of layout to be modelled, its achievement is the problem. Plan the spending of the railway account wisely. Personally, I do not think it is good policy to buy something just because it appears to be cheap. In this respect, I mean that if you are building a G.W. layout and are offered a G.E. locomotive at a knock-out price it will not help the line to its ultimate goal to acquire it. It may be worth it for its motor, but that is rather a different matter. If it is something that is wanted for the layout and is reasonably priced, one is naturally getting a bargain, and the fact that there is a railway account which can be drawn upon may enable its purchase and only delay the planned programme of expenditure.

If in its early days the layout is expanded in proprietary track to something approaching the ultimate goal, not only is much valuable experience gained in track layout design by experimenting in layout planning, but the interest in the line can be maintained. If a high standard is attempted at the start, and as a result progress is made at a snail's pace, interest can be maintained only in the construction of the model, and those whose interests lie rather in the operational side may tend to tire and give up the hobby. It should be borne in mind that if the standard throughout the line is consistent, be it tinplate or fine-scale, the over-all result is not unpleasing. It is when the standards are mixed that the line comes in for criticism. As an example, some twenty years ago on the Sherwood Section we had a nice model of an L.M.S. Fowler 4F 0-6-0 by Bassett-Lowke. We decided that a further 0-6-0 was required on the line, and as at that time we were converting from mass-produced to hand-built models a 4F 0-6-0 was purchased from the Windsor Model Company. It was when these two allegedly identical locos operated together on the layout that the over-scale appearance of the former was so apparent that she was soon scheduled for withdrawal!

When the time comes that the line has reached the state where it approaches the goal in its size and design, that is the time to consider the improvement of the standard and detail. First and foremost, the track should receive prior attention. Writer after writer has stressed the importance of good trackwork and I can only echo their cry. Trackwork should be as good as possible, for it will last as long as the layout and possibly even longer. Furthermore, it will determine the wheels, and the curves will determine the types of rolling stock that can be run. Once the basic track layout is complete, permitting the normal operation of the line, then comes the time to concentrate on improving gradually the standard of the rolling stock, the stations, the lineside equipment and the scenery. We found it expedient to introduce the

1932—the second layout. Nottingham Castle station. (Note that steel track had been introduced but much of the old terminus [1927] had been used again.)

1940—The third layout. Nottingham loco depot. (Note: the engine shed is based on Inverness and is now used at Trent on the fourth layout; the coaling stage was built in 1926 and not scrapped until 1946.)

special types of workings which required their own particular rolling stock at a much later date; in fact we have not completed their introduction even now. Into this category come the horse-box specials, the fish, milk tank, oil, "Royal Mail," permanent way and many other workings.

There can never be sufficient in life for one person to build everything required for a large layout, and it is good policy for one to concentrate on whatever is one's own best feature. As an example, I have never been particularly adept at rolling stock construction, although I have assisted recently by panelling coaches for the line, but in addition to preparing the timetable and all operating notices required for the Sherwood I have built most of the stations and scenery.

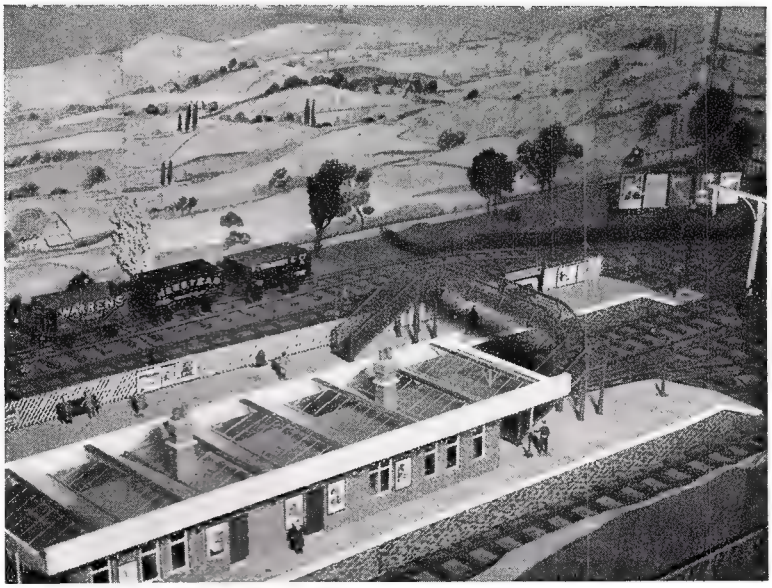
The development of a layout must take place gradually; almost imperceptibly the standard steadily improves, until a visitor who has not seen the line for several years comments that he hardly recognizes it! As an example of this, diagram 1, which shows the number of locomotives in service year by year on the Sherwood Section, also gives a good idea as to how this particular feature has developed. There have been four layouts, and each has, by and large, been operated by a constant number of locomotives. Only now, when the standard is reasonably high and there is not the same incentive to root out the older models, does the number in service start to climb. The first layout after four years was operated by eleven locomotives and this number held steady for three years. Likewise the second layout required approximately fifteen locomotives for its efficient operation, but during the years that this layout was in being the standard of locomotives rose considerably. Mass-produced models, which numbered eleven at the outset, had been reduced to one by 1937, by which date eleven hand-built locomotives were in service. During this period many of the mass-produced models were rebuilt into quite presentable engines, but they too, in their turn, were withdrawn and sold as the standard of the line continued to rise. Yet all this time the line was operated realistically to a timetable and gave much pleasure to its owner and the Sherwood gang. The third layout required seventeen locomotives for its timetabled operation, while the fourth and present layout needs a basic twenty-three. At long last we have an efficient stud of quite presentable models and we can now build additional locos to those required for the schedule. Doubtless we shall still strive to improve the standard of some of the older models. It is thus clear that the number of locomotives at any time has been relevant to the layout, and this fact has been a major factor in the improvement of the standard. When funds have been available to purchase a new locomotive, two of the present stock have been

SHERWOOD SECTION OF THE L.M.S.

LOCOMOTIVES IN SERVICE

As at	Mass-produced locos	Rebuilt locos	Hand-made scale locos	Total locos in service	
Jan. 1, 1922	2	—	—	2	
,, 1923	4	—	—	4	
,, 1924	9	—	—	9	
,, 1925	11	—	—	11	First layout
,, 1926	11	—	—	11	
,, 1927	11	—	—	11	
,, 1928	11	1	—	12	
,, 1929	11	1	—	12	
,, 1930	12	1	—	13	
,, 1931	12	1	—	13	
,, 1932	9	5	1	15	
,, 1933	4	9	2	15	Second layout
,, 1934	4	8	3	15	
,, 1935	2	8	5	15	
,, 1936	2	9	6	17	
,, 1937	1	5	11	17	
,, 1938	1	4	12	17	
,, 1939	—	3	13	16	
,, 1940	—	2	15	17	
,, 1941	—	—	17	17	
,, 1942	—	—	17	17	Third layout
,, 1943	—	—	17	17	
,, 1944	—	—	17	17	
,, 1945	—	—	18	18	
,, 1946	—	—	17	17	
,, 1947	—	—	20	20	
,, 1948	—	—	21	21	
,, 1949	—	—	23	23	
,, 1950	—	—	23	23	Fourth (and present) layout
,, 1951	—	—	22	22	
,, 1952	—	—	23	23	
,, 1953	—	—	25	25	
,, 1954	—	—	24	24	
,, 1955	—	—	25	25	
Oct. 1, 1955	—	—	27	27	

DIAGRAM ONE



1955—The fourth layout. Friars Hollow station in Midland style. (Note the much improved standard and detail work of station and footbridge.)

sold. The cash forthcoming has permitted the purchase of a second new locomotive, so that in fact two of the models of the earlier standards have been replaced by two of a much higher standard.

Diagram 2 shows the locomotive stock position divided into classes. Only certain years are included in this statement, the ones selected being years that are typical of each of the layouts and show the development of the stock. It is most necessary on any model layout that has any pretensions to realism that the locomotive stud shall be balanced. This is a factor of which every locomotive engineer is well aware but which the model locomotive engineer often tends to overlook. In actual practice, locomotive classes are designed to do a particular job, but so often in modelling the locomotive is chosen because it is a favourite prototype and not for any reason of suitability for the duties to be undertaken. Here let me explain that I am referring in modelling to the operation on freight duties of a passenger engine with large-diameter driving wheels when an 0-6-0 with small wheels and an absence of pony or bogies would be a much handier type, besides being more powerful. Some of the most successful locomotives on the Sherwood Section have been those which have been deliberately chosen to perform a special link of duties, but do not think the majority are not personal choices, for they are! But we have never ignored the overriding need to keep a balanced stud in being so that the line could be operated realistically. A study of this diagram will show that tank locos have always approximated forty per cent of the total stock and provision has been made for both goods tender locos and tank locos. In the very early days the line was operated by a miscellaneous collection of 0-4-0 tender engines on both passenger and freight workings, but these were gradually withdrawn, giving place to more presentable models. So the development of the locomotive stock has taken place until today there are no less than fourteen different classes of wheel arrangements, with both tank and tender variations of 0-6-0s.

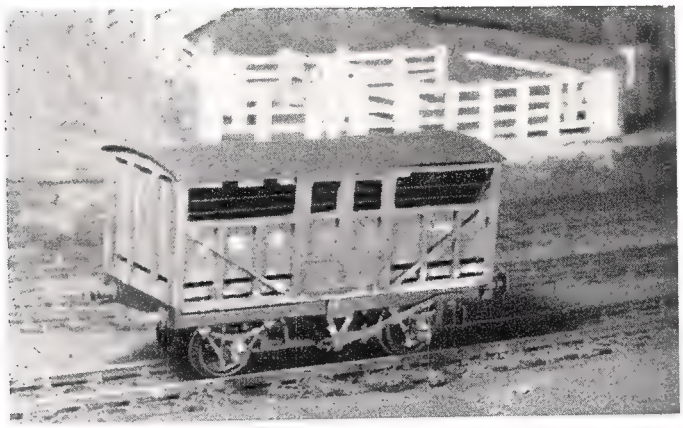
Similarly the numbers of passenger and freight rolling stock have been related to the requirements of each layout. In the early days the stock was almost entirely lithographed tinplate, but gradually this was replaced by hand-built items as was done in the case of the locomotive stock. Readers will doubtless appreciate that while the views expressed are particularly suited to a large layout, and are based on the experience gained in building up the Sherwood Section of the L.M.S. to its present standard, they are, in the main, applicable to the building up and developing of any layout, large or small, without recourse to a deep pocket.

SHERWOOD SECTION OF THE L.M.S.

LOCOMOTIVE STOCK POSITION

	First layout			Second layout				Third layout		Fourth (present) layout				
As at	1922 Jan. 1	1925 "	1928 "	1931 "	1933 "	1935 "	1937 "	1941 "	1945 "	1947 "	1950 "	1952 "	1954 "	1955 Oct. 1
Tender locos														
0-4-0	1	5	—	—	—	—	—	—	—	—	—	—	—	—
2-4-0	—	—	1	1	—	—	—	—	—	—	—	—	—	1
4-4-0	—	2	4	5	5	3	4	2	3	3	3	3	3	3
0-6-0	—	—	1	1	1	2	1	1	1	2	2	3	4	4
2-6-0	—	—	—	—	1	1	1	1	1	1	1	1	1	1
4-6-0	—	—	1	1	2	2	3	4	4	3	5	5	5	5
0-8-0	—	—	—	—	—	—	—	1	1	1	1	1	1	1
2-8-0	—	—	—	—	—	—	—	1	1	1	1	1	1	1
Tank locos														
0-4-0T	—	1	—	—	—	—	—	—	—	—	—	—	—	—
0-4-0ST	—	—	1	1	—	—	—	—	—	—	—	—	—	1
0-4-2ST	—	—	—	—	—	—	—	—	—	1	1	1	1	1
0-4-4T	—	—	—	—	—	—	—	—	—	1	1	1	1	1
2-4-2T	—	—	—	—	—	—	1	1	1	1	1	1	—	—
4-4-0T	—	1	2	2	—	—	—	—	—	—	—	—	—	—
4-4-2T	1	1	1	1	2	2	1	—	—	—	—	—	—	—
0-6-0T	—	—	—	—	1	3	4	4	4	4	5	4	3	3
0-6-0ST	—	—	—	—	1	—	—	—	—	—	—	—	—	—
0-6-2T	—	—	—	—	—	—	—	—	—	—	—	—	1	1
0-6-4T	—	1	1	1	1	—	—	—	—	—	—	—	1	1
2-6-2T	—	—	—	—	—	—	—	1	1	1	1	1	1	2
2-6-4T	—	—	—	—	—	1	1	1	1	1	1	1	1	1
4-6-2T	—	—	—	—	1	1	1	—	—	—	—	—	—	—
Totals	2	11	12	13	15	15	17	17	18	20	23	23	24	27

DIAGRAM TWO



4mm. scale cattle van built from ERG card parts.

SO I TRIED

by J. Toote

"WELL, that's fair enough," I thought, as I read in the closing paragraph of Mr. Gray's article on cardboard rolling stock (May 1954 R.M.), "you can at least try it for yourself."

So I bought several sets of precision card parts, which are designed by Mr. Gray, and did a bit of quiet experimenting. The accompanying photographs show the results of my efforts. Actually I began on the simpler vehicles, namely box vans, and finally worked out a series of constructional steps which gave fair results.

No elaborate equipment is needed for modelling in card. The essentials are an X-acto knife, Ever Ready razor blades, and a steel rule for a straight-edge, plus paint and brushes for completing the job. A flat piece of wood and a thick piece of card to put on it are the best things to cut out on.

First a word as to the precision card parts themselves. They are not ready-cut-out parts in a kit, nor are they what the American modeller calls "quickies," i.e. you won't complete the model in one evening. The card parts are the sides and ends, and where necessary overlays of outside framing, drawn to exact scale size and printed on good-quality card. Also printed on the card are constructional hints plus useful information as to the vehicle itself. However, it is advisable to obtain the appropriate blue-print if underframe detail is to be modelled.

Thus the purchaser of the card automatically gains two advantages—good quality card of the requisite thickness and a scale design ready drawn out for him.

Now here are the constructional steps I finally worked out.

STEP 1

Step 1. Cut out all the component parts. Use an X-acto knife with a triangular blade, as this gets right into the corners, and the steel rule as a straight-edge. Do not try to cut right through the card with one stroke, hold the straight edge to the line and go over the cut several times. Any card "whiskers" left after cutting can be removed by a gentle rub with fine sandpaper.

STEP 2

Step 2. Planking of sides and ends. On the card parts the divisions between planks are indicated by dotted lines which are to be scored over. I did not have much success with this method and found a much better effect was obtained by using a separate strip of card to represent each plank.

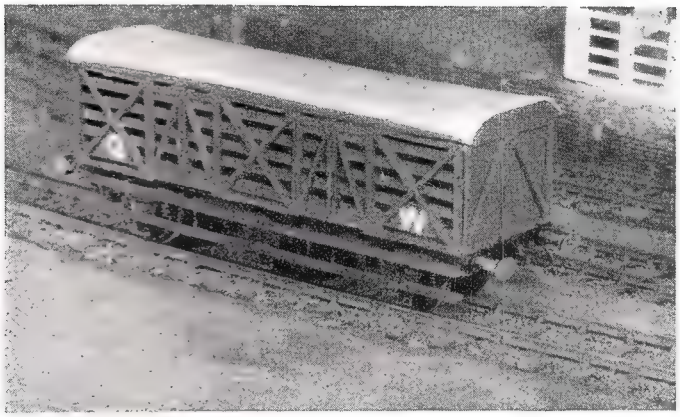
Cut from a good quality plain postcard a supply of planks to scale width (measured from the divisions on the card parts) and glue each plank in place, working across, or upwards as the case may be, on the card sides and ends. If the van doors have to be glued on the sides, that area can, of course, be missed. Do not butt each plank tightly up against its predecessor, but interpose the cutting edge of an Ever Ready razor blade between the planks, thereby creating a minute but definite division between each (see sketch). It is best to work on the two sides and two ends in rotation, a plank on each in turn; by doing this the glue has time to set somewhat and preceding planks are not pushed out of alignment when laying later ones. After planking, any necessary overlays of outside framing can be glued in place. Leave between two pieces of glass till the glue has set hard.

The best glue to use for this work is "Casco" cold water glue. It dries matt, so if any glue strays where it should not go, there will be no shiny blobs left to mar the finished job.

STEP 3

Step 3. Shellac all the cut-out parts. Shellac varnish is easily mixed. Fill a small bottle half full of methylated spirit, bring to the three-quarters full with clear shellac and leave for a couple of days to stand and mix. Methylated spirit and shellac are obtained from a decorators' supply shop. The mixture will keep indefinitely. Give all the component parts a good coating of the varnish and leave between the two pieces of glass till dry. When removed the sides and ends will be dead straight, much strengthened and damp-proof. When you have finished applying shellac, dip the

FOR MYSELF



G.W. siphon built from ERG card parts.

brush *immediately* in the spirit and wash out in warm water, otherwise the bristles set hard.

STEP 4

Step 4. Paint all the parts before assembly, as you can really get at them then, touching up where necessary on completion. Any of the good modellers' oil paints take well on card.

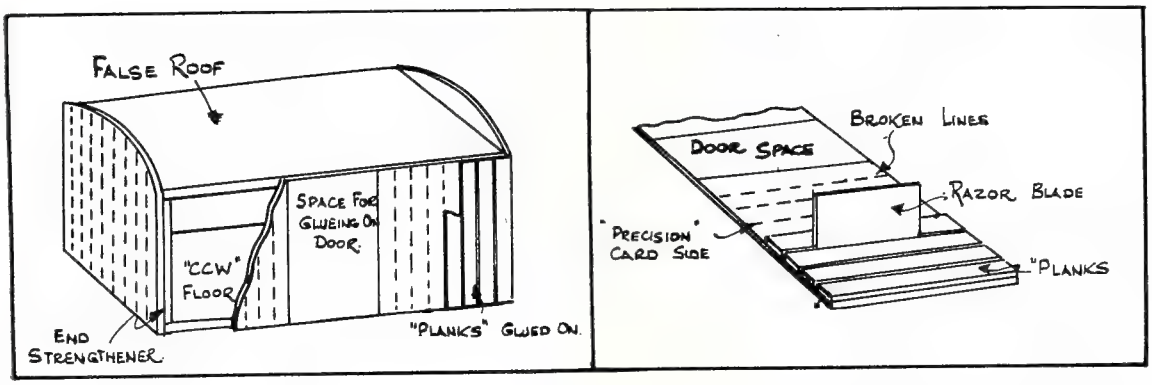
While the paint is drying you can get to work on the floor and underframe details. These details must, of course, be left to the individual's own choice. My preference is to build up on a solid wood floor. C.C.W. coach floors are very convenient, as they come ready planed to the right thickness and three goods vehicle floors can be cut from one coach floor. The necessary measurements (*inside body dimensions*) can be obtained from the cut-out parts. They are width of ends and length of sides less twice thickness of one end, as in most cases ends fit between sides of body.

STEP 5

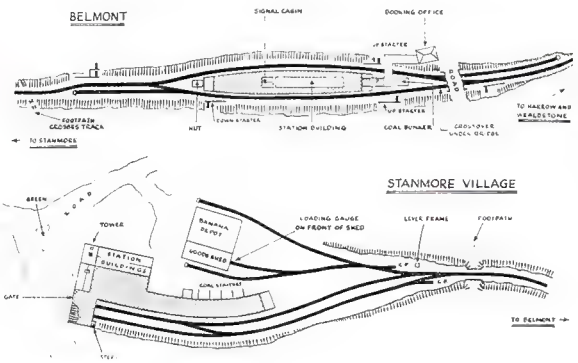
Step 5. Assembling. Glue on one end, set all square and vertical, and allow the glue to set. Repeat for the other end. To act as a strengthener glue a piece of card inside each end (cut exactly the same width as the ends but $\frac{1}{16}$in. less than the height of the sides). The sides can now be glued in place. Cut a $\frac{1}{16}$in. piece of card to a rectangle exactly the same size as the floor and glue at the top of the sides, i.e. the top surface of the card level with the top edge of the sides and the ends of the card resting on the inside end strengtheners (see sketch). For the roof proper cut two pieces of postcard to correct size and glue together, and while the glue is setting tape them to a large-radius-curve tin or bottle.

The completed body is now ready for as much or as little detailing as may be required.

So having proved to myself that Mr. Gray did not exaggerate, I now say, "Cardboard has got everything!"



Prototype of the Month



THE Stanmore branch of the old L.N.W.R. leaves the main line at Harrow and Wealdstone. Originally there was just the one station at Stanmore, but with the growth of the district a second station was opened at Belmont, midway along the line.

Belmont station is unusual for a branch station in that it has an island platform. In L.M.S. days it was the practice to pass two trains at this point and the island layout worked out very well. From the booking office at the side of the road bridge, the platform is reached by an L-shaped bridge and a flight of stairs. The architecture of the buildings is somewhat mixed; the booking office and signal cabin are of wood, but the main station building is more modern, of brick with steel-framed windows. Accommodation here (reading from the signal cabin end) comprises men's lavatory, ladies' waiting room, porters' room, stationmaster's office and, attached as an outbuilding, a wooden bookstall.

Stanmore Village, the terminus, was designed to be as unobtrusive as possible among the big houses of the district by giving it a resemblance to a church. The main station buildings are L-shaped, with a tower and spire at the corner. My photo of the tower and main entrance shows it after recent alterations, but formerly it had a number of stone gargoyles

Left: Stanmore Village.

THE STANMORE BRANCH

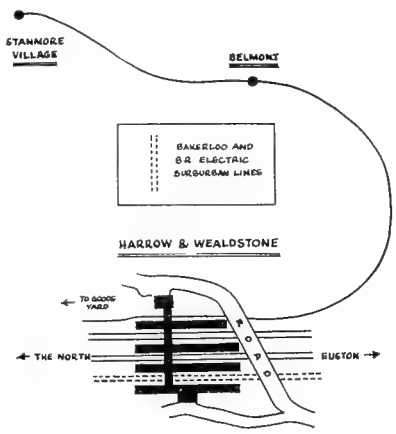
(ex-L.N.W.R.)

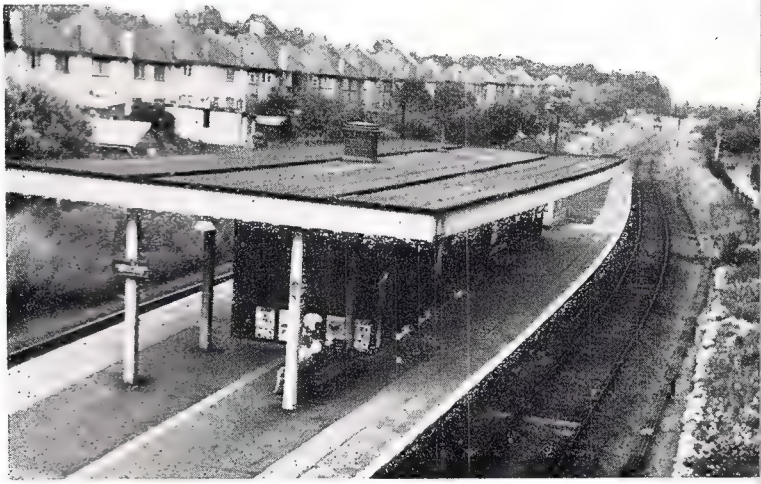
Photos, drawings and notes by

J. A. Nixon

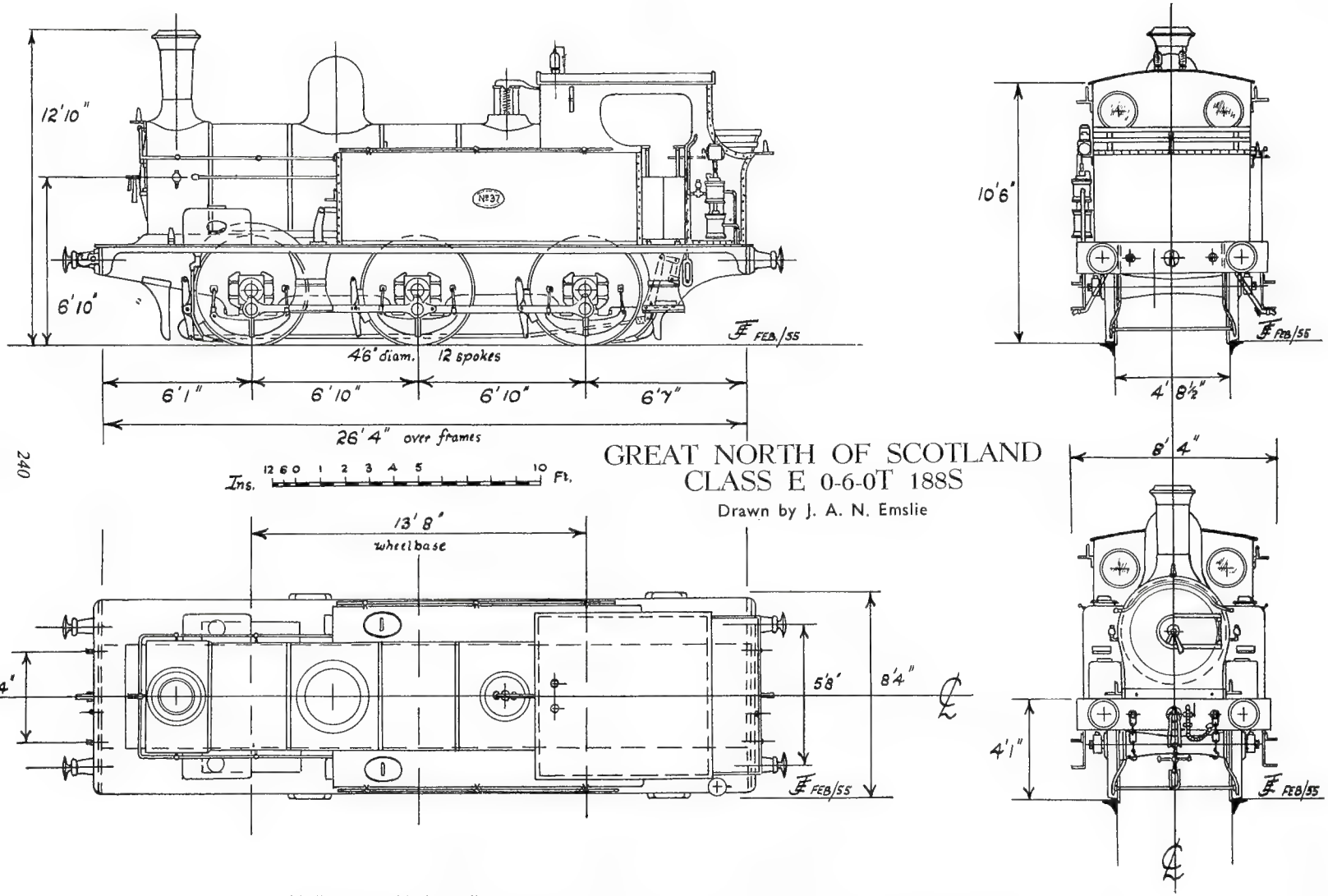
and a clock. These buildings are solidly constructed of brick and stone, the booking office and main waiting room being in the portion fronting the roadway and the other station offices in the arm along the platform. There is a glass canopy supported by cast-iron columns, each of which carries a shield bearing the coat of arms of the company. The buildings in the goods yard are of wood and points are controlled from an open-air lever frame labelled "Stanmore Sidings," with the exception of the crossover in the station, which is controlled from a shed on the platform.

This little line might make up into quite an interesting scale model, the terminus in particular providing plenty of scope for the modeller interested in unusual architecture.





Above : Belmont.

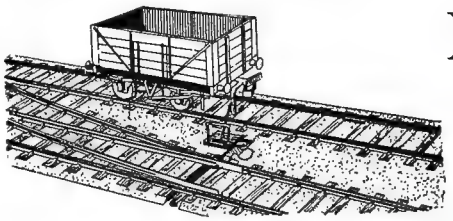


GREAT NORTH OF SCOTLAND CLASS E 0-6-0T 188S

Drawn by J. A. N. Emslie

All " Railway Modeller " drawings may be photostated to any scale for non-commercial use.

Peco Topics



HOURS OF FUN FOR FATHER AND SON

RAILWAY modelling is undoubtedly one of the most fascinating of all hobbies, as the experienced enthusiast will know. There are hours of fun for father and son; in fact so varied are the interests that building a model railway is a project in which the whole family can participate, as quite often it is the ladies who have a flair for the scenic detail and add the artistic touch to the layout.

While a lot of fun can be had from a system of utilizing proprietary track (and most model railways start with a train set), the economy and flexibility that can be achieved by using scale track, as well as the greatly enhanced realism, become immediately apparent when developing the layout on a baseboard. The modeller then has the choice between ready-to-lay track and track in component form. Hitherto, ready-to-lay track has been the usual choice for beginners, but the new Peco spiked track is so easy to assemble that many enthusiasts prefer to begin by making their own track from these popular self-gauging components.

Many beginners, especially those who have more than one make of proprietary train, adopt the universal type of track, utilizing the closed frog pattern point in order that the one track can accommodate all the many varying wheel standards to be found in present-day "OO" systems. These points can be easily constructed for only a few shillings from Peco universal spiked track components, and full details are given in our new free instructional sheet which will be available at our stand at the Model Railway Hobby Show, or by post afterwards.

While universal track, using the Peco universal coated steel rail, provides a convenient system for the beginner, the more experienced modeller working to B.R.M.S.B. standards will prefer to use prototype pattern track, and this can also be built from spiked track components. Peco true scale flat-bottom rail is obtainable in coated steel or rustproof nickel silver. It can be joined to Peco universal rail, so that the enthusiast who begins on that system can, with Peco at any future date, convert to scale with the absolute minimum of difficulty.

In addition to spiked track components, Peco also provide assembled Pecoway, the scale universal track. This popular flexible ready-to-lay track has scale fastenings on every one of its scale-sized scale-spaced sleepers, and is made with correct section flat-bottom rail.

There are also hours of fun to be had from building rolling stock, and Peco supply many of the essential components, to say nothing of the famous Peco Wonderful Wagons. These wagons, sold as kits, can be assembled, without any special tools, by anyone in about an hour, so that the production of a train of colourful private owner wagons is but the work of a few evenings. More than this, these wagons

incorporate almost unbelievable detail: working axle-box springs, sprung buffers, full plank and strapping, complete dummy brake gear, as well as full colouring on the sides, spoked nylon wheels in friction-free brass bearings and, of course, the Peco-Simplex auto-coupler.

This describes but a few of the many pleasures in store for anyone about to take up this fascinating hobby.

MODEL RAILWAY HOBBY SHOW

(Continued from page 231.)

Stand 35. G. & R. WRENN.

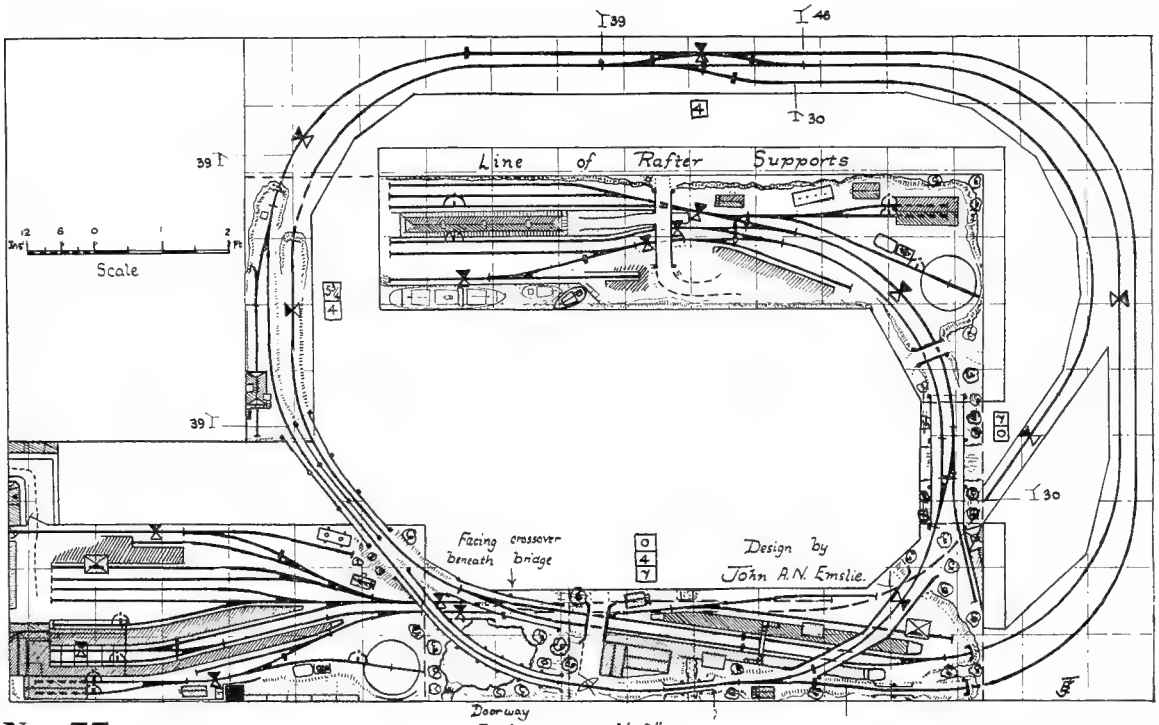
Wrenns will be exhibiting a full range of their universal model railway trackwork, including the renowned flexible track. There will also be working layouts demonstrating the smoothness of running on Wrenn track. All proprietary locomotives will be seen running together. Latest additions will also be seen, including switch diamonds, uncouplers and adaptor ramps, the latter for joining Wrenn trackwork to the well-known Hornby, Tri-ang and Trix tracks.

DEMONSTRATION AREAS.

On these stands various trade firms will demonstrate their products and the opportunity will be afforded of seeing for yourself "how to do it."

Dais. MODEL RAILWAY CLUB.

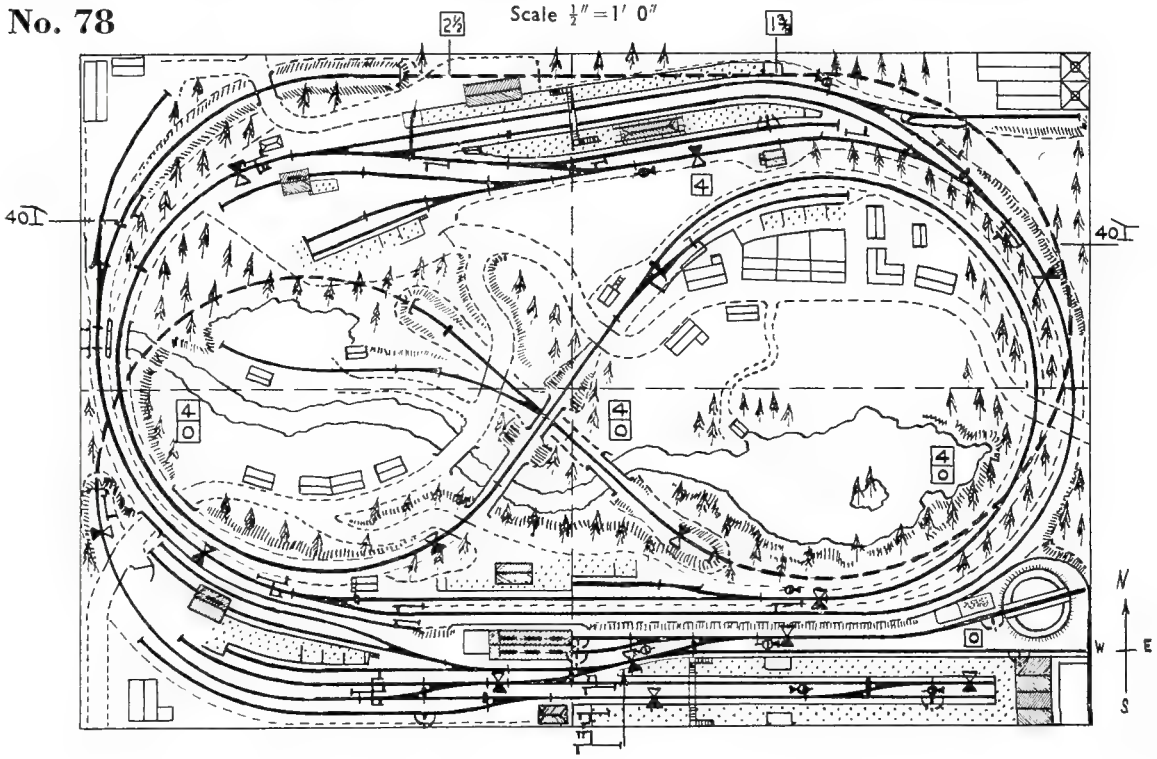
On the dais the Model Railway Club, the senior body in the hobby, will show a representative selection of members' work. Stewards will be staffing an information bureau, which will give details of clubs throughout the country.



No. 77

LAYOUTS FOR THE MODELLER

No. 78



CLUB NOTICE BOARD

featuring popular personalities and society news

Personality Parade No. 46

R. K. Warburton

Merseyside M.R.S.
Manchester M.R.S.

Although R. K. Warburton had had a Hornby tinplate layout since he was a boy, he did not start seriously in the hobby until 1951, when he adopted "OO" gauge. He joined the Merseyside society in 1952 and has since shown considerable skill at lifting awards at exhibitions with his scenic masterpieces. His "From a Carriage Window" won the Merseyside Lineside Cup and the Manchester M.R.S. Visitors' Cup in 1953. The following year "Journey's End," a terminus in a corner site, won the Lineside Cup once more and a diploma at the Manchester Exhibition. His interest in the hobby lies mainly in the production of a pleasing overall picture rather than in detailed individual models. In this he is assisted by his wife.

Other interests are canal cruising and dinghy racing: he is particularly concerned at the demise of canals in recent years.

NOTES AND NEWS

Copy for these columns must be received five weeks before publication.

NORWICH AND DISTRICT SOCIETY OF MODEL ENGINEERS

The above society meets at the Assembly House, Theatre Street, Norwich, on the second Wednesday of each month at 7.30 p.m.

New members, whatever their modelling interests, are most welcome at any meeting, and the hon. secretary will be pleased to give further details of membership and the society's activities.

Hon. secretary: A. W. E. Hoskins, 135 Newmarket Street, Norwich, Norfolk.

SLOUGH RAILWAY CIRCLE

This newly formed group has made a very promising start, and by early October both the gauge "1" and proprietary gauge "OO" portable layouts should have commenced running.

A party of some thirty-three inaugurated our outdoor programme by visiting Captain Warrell's garden railway, and further similar activities are being planned.

A bold step has been taken in the decision to hold an exhibition in the spring, and it is hoped to throw it open to members of all clubs. Under the section for readers' letters this month can be found details of a very generous offer made by one of our members to encourage gauge "1." Anyone interested in the club's activities should contact the acting hon. secretary, A. Rowley, 40 Meadow Way, Old Windsor, Berks. Telephone Windsor 2794.

OCTOBER MEETINGS

BIRMINGHAM MODEL RAILWAY CLUB
6 Mr. E. Lever: "U.S. Railroad Practice."
12 Exhibition layout maintenance.
20 Mr. A. Duff: "Model Paints and Painting Technique."
26 16.5mm. layout construction.

BOLTON MODEL RAILWAY CIRCLE
12 647 Tonge Moor Road, Bolton. Subject: "Layout Wiring."

BRISTOL 7-4-2 CLUB
7 Annual general meeting.

COULSDON MODEL RAILWAY SOCIETY
3 Electrification: L. Smith.
17 Running night.

HODDESDON & DISTRICT MODEL RAILWAY SOCIETY
12 Rolling stock and its construction.
26 Locomotive construction.

THE MODEL RAILWAY CLUB
2 Birmingham: Joint meeting with Manchester Model Railway Society.
6 Lecture: P. C. Short, "General Railway Slides." At Caxton Hall, S.W.1.
20 Track night: S.R.
27 Members' photos. At Caxton Hall, S.W.1.

NORWICH AND DISTRICT SOCIETY OF MODEL ENGINEERS
12 Talk by D. W. Harvey on the Festiniog Railway.

WIMBLEDON MODEL RAILWAY CLUB
5 "Some less well-known Lines worth Modelling (Part 2). By L. Ward.
26 "Off the Beaten Track," by R. Day.

NEWS AND VIEWS OF TRADE INTEREST TRADE

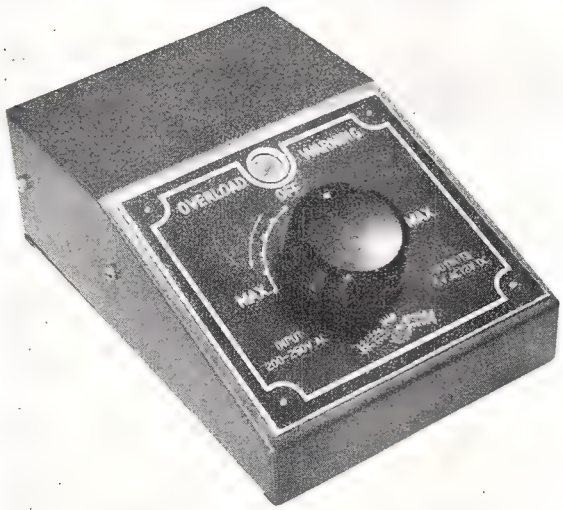
RATIO SIGNAL CABIN KITS

THE new Ratio signal cabin kits are based on standard practice for timber-framed structures. More than this, they are virtually built according to the prototype practice, as the framework is grooved to take the millimetre ply sides, and so assembly is extremely simple. Furthermore, it is possible to paint the parts before assembly, thus making what is normally a rather tricky operation a very simple job. The great majority of parts are cut to size, including the main framing members, doors, windows and sides, landing and ladder, and only stripwood for finishing has to be cut from the lengths. As a result, these kits can be put together in a remarkably short space of time by anyone, no matter how inexperienced. A very comprehensive instruction sheet is enclosed, but we wonder whether anyone but the comparative beginner would find it necessary to consult this often, as our impression on opening the kits was that the parts were simply waiting to be put together in the obvious places.

The kits retail at the modest price of 5s. 10d. each and will produce a well-detailed signal cabin. For a little additional effort one can add interior fittings and extra embellishments outside; thus a model of which anyone might be proud could be produced in little more than an evening's work.

HUB MARK III POWER UNIT

Messrs. Taylor & McKenna have submitted for our inspection an example of their latest power unit. This unit has an output of 12 volts D.C. controllable by a single resistance knob, an overload warning light, a separate 16-volt A.C. output, and last, but by no means least, a pair of terminals shorted out with a brass link marked "pulse power link." By removing this link and wiring an on-off switch, or better still a variable resistance, across the two terminals, the unit is converted into an optional pulse power unit. As can be seen from the illustration, the finish of the unit is excellent, the control panel being approximately 30° from horizontal, while the 1¾in. diameter knob has four deep grooves to assist control. The unit gives smooth control, and makes a welcome addition to the range of power units for "OO" gauge railways. The unit costs 54s. and is post free to any part of the United Kingdom.



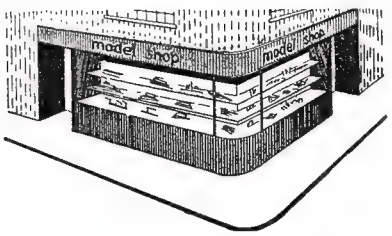
NUCRO WHEELS FOR "EM" GAUGE

The well-known range of Nucro coach and wagon wheels is now available for "EM" gauge (18mm.) in addition to "OO." The wheels are identical in every respect to the "OO" wheels except for the gauge difference, the price remaining the same, i.e. 1s. 4½d. per two pairs for 12 and 14mm. disc wheels and 12mm. three-hole wheels, and 1s. 6d. per two pairs for 12mm. spoked wagon wheels.

Due to rising costs of materials, it is regretted that the price of all Nucro bogies is now advanced to 8s. 9d. per pair.

"SCALOH" WAGON WHEELS

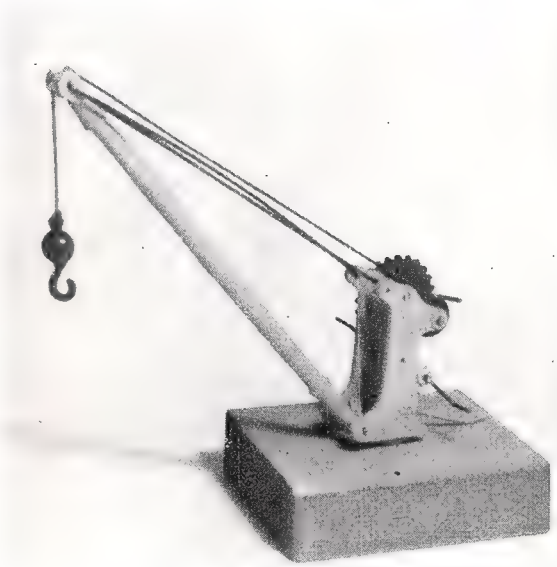
C.C.W. Productions have submitted for our inspection examples of their 22mm. diameter eight- and ten-spoked wagon wheels for "OF" gauge. These sell at 2s. 4d. per pair of two wheels on axles, and can be thoroughly recommended for all workers in fine-scale "O." They are now being produced in grey plastic, so that the wheels when painted can have a grey rim left, it being somewhat easier to wipe off the paint from the rim than to apply a thin line of white paint to a black wheel.

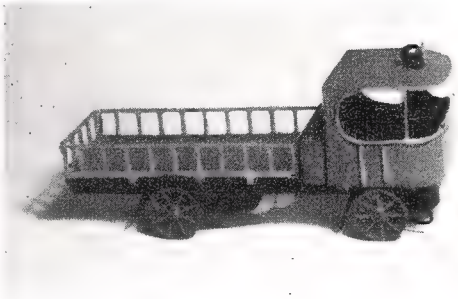


WINDOW

S. & B. YARD CRANE

The latest addition to the S. & B. range of die-cast fittings for 4mm. scale layouts is the extremely fine yard crane illustrated above. This crane is an exact replica of an actual yard crane, the only divergence from prototype being the fact that the gears have a slightly larger pitch than scale as they are in fact a working pair. The drum is fitted with a ratchet and a pawl engages with this, thus ensuring that the model load is as securely held as is its prototype. The boom is correctly tapered and the castings which in the prototype house the boom are faithfully portrayed. The crane is mounted on a small block of wood painted grey, which can be let into the baseboard or goods ramp. Alternatively, with little difficulty the entire crane may be removed from the block and repositioned on the layout. At 9s. 11d. this represents excellent value.





MINIATURE ROAD VEHICLES

E. B. Leng has recently introduced a range of miniature road vehicles in both "O" and "OO" gauge. These vehicles are hand made and of all-metal construction, and retail at very modest prices for this particular class of work. For example, the steam road wagon illustrated above costs 10s., a petrol-driven wagon of similar period is 12s. 6d., and a small car 10s. A General bus is somewhat dearer, as we would expect from the more complex model, and sells at £1. Similar models can be produced to special order if so desired, but where a specific model of an actual prototype is wanted it is advisable to submit a photograph with the order.

BOOK REVIEWS

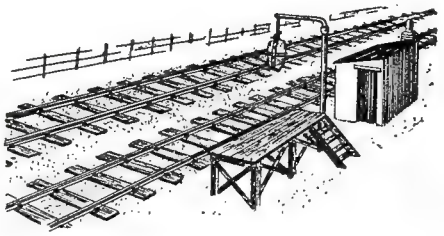
THE LEEK & MANIFOLD LIGHT RAILWAY, by Manifold. Price 5s. Obtainable from Edward Exley & Co. Ltd.

The Leek & Manifold Light Railway is one of the lesser known of British narrow-gauge systems, yet it should be classed with the Festiniog as a pioneer line, for on it ran the first transporter cars, which by carrying standard-gauge wagons to stations on the line completely obviated transhipment costs. Had the scheme been devised earlier there is no doubt that the narrow-gauge feeder would have made a greater impact on our railway history than it did. Moreover, had the projected extensions to Buxton been made to the Leek and Manifold the line might yet be running, but as it was it started from nowhere and, as a navvy was reported to have said on the opening day, it ended at the same place, with the added disadvantage that the intermediate stations were as usual remote from the villages they were supposed to have served. The coming of the bus and private car was the death knell of this unique narrow-gauge system.

This monograph deals extensively with the line's history. It is extremely well written and wonderful value for money. It is perhaps unfortunate from our point of view that only photographic illustrations of the rolling stock are included, but as the locomotives are shown in side elevation they are particularly valuable to modellers. Full plans of all the stations are included, as well as a large-scale map of the system, and an intending modeller will find that the book contains practically everything he will need. It is a worthy addition to the growing library of narrow-gauge lore.

(Continued on page 248.)

READERS' LETTERS



This space is reserved for the free exchange of readers' ideas and opinions

A MODERN P.O. WAGON

When searching the *Railway Magazine* and *Locomotive Magazine* for any possible reference to the Cambrian, I noted down all references to goods rolling stock, G.W. small locos, Welsh railways and narrow gauge which gave information that might prove useful for modelling.

If Mr. Taylor has not searched these two publications in the library, and likes to get in touch with me, he can have a list of Bishops Castle notes.

While out looking for grounded Cambrian bodies, I found the enclosed wagon at Kinnerly on the S. & M.R. It is one of the few P.O. wagons still running and can mix in with all modern B.R. stock.

Colour: a warm pinkish oxide all over, white tyres. Wheels: probably black. Lettering: white shaded black. Length over headstocks 16ft., wheelbase 9ft., width 7ft. 6in.

The wooden end stanchions are square at base and taper from headstock level to two inches at top when viewed from the side. I found the wagon in the customary awkward place in relation to sun, buildings, other wagons and oil drums, so I went back two hours later when the sun would be O.K. There it was—gone!

Birmingham. C. C. GREEN.

CITY OF BIRMINGHAM GAS DEPARTMENT'S HOPPER WAGONS

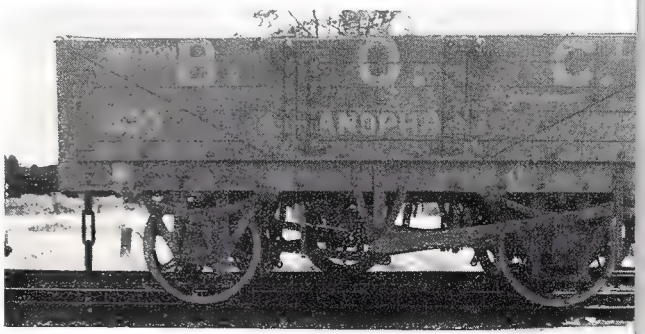
I have come across further information on the City of Birmingham Gas Department's hopper wagons, one of which was described in the June RAILWAY MODELLER. By 1904 300 ten-ton hopper wagons were in service. Normally these wagons discharged into hoppers feeding coal bunkers, but a good deal of coal had to be stacked, and some of the latter wagons had doors on either side, 4ft. 1¾in. x 2ft. 9in. The provision of side doors necessitated a revision of the T-section side stanchions, there being four of these instead of the previous three. When in use for side discharge, a false bottom had to be provided over the well formed between the top of the frame and the top of the sliding doors.

Twenty-ton hopper wagons were later put into service, and these would have appeared earlier had the Midland Railway allowed them to run over their lines, but they were rather strict about private owner wagons conforming to the Railway Clearing House specifications, which did not then cater for high-capacity wagons.

Teddington, nr. Tewkesbury. K. VINCENT.

TRACK CIRCUITS

I should like to help to reduce Mr. G. E. Bigmore's maintenance work, and possibly costs, by explaining why his 3.5-volt track circuit lamps are apt to blow if the rails are not kept very clean. When the rails are clean the electrical resistance between the loco wheels on each side and the respective running rail is very low. The starting current required by the motor is high and two paths are available for it between the loco frame and the common point of the traction, and track circuits as shown in Figs. 2 and 3. One path is via the wheels on the common rail side and the common rail itself, and the other is via the track circuit lamp and the secondary winding of the 3.5-volt transformer. The resistance of the second path to the initial surge of current when traction power is switched on is fairly high due to the resistance of the lamp and the resistance of the transformer winding, which is especially effective in



See "A Modern P.O. Wagon."

opposing a change in current such as this. Thus very little traction current passes through the track circuit lamp as shown in Fig. 2.

As soon as the rails become a little dirty the resistance between the wheels and the rails increases and appears in the electrical circuit as R1 and R2 in Fig. 3. The advantageous effect of the lamp and transformer resistance is lost, since this resistance

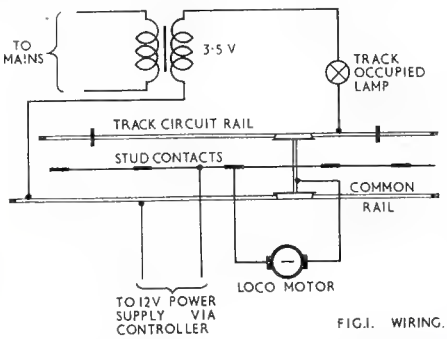


FIG.1. WIRING.

becomes small in relation to R1 and R2, which now govern the distribution of traction current in the circuit. The high starting current tends to be equally divided between the two paths and a considerable current will flow through the track circuit lamp and will certainly be more than it can stand.

Mr. Bigmore could overcome the trouble and save some maintenance time by keeping the common rail only clean at track circuited sections, thus reducing R1 while leaving R2 high to protect the lamp circuit. A change in circuit design could more efficiently overcome the difficulty, however, and the

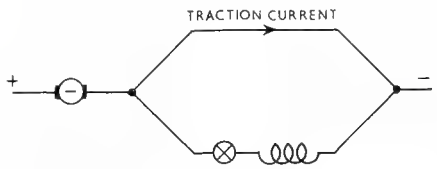


FIG 2 RAILS CLEAN

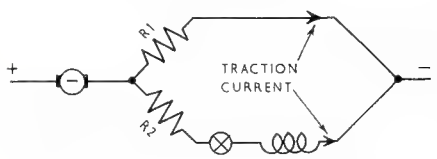


FIG 3. RAILS DIRTY

use of relays instead of lamps, with the contacts completing local lamp circuits at the switchboard, would probably prove most reliable.

There are methods of dealing with the existing circuit, such as the fitting of surge suppressors, or of merely bringing the controller in from a very high resistance slowly when starting, provided the rails are reasonably clean.

The description of night working on the Bigston to Archway layout conjures up a very realistic picture and one can see how the track circuits are put to essential use during these sessions. I hope my remarks will help to keep them going.

Bishop's Stortford. F. H. L. FRECKNALL.

[Of course, one can always use 12-volt bulbs! Ed. R.M.]

GAUGE " 1 " CHALLENGE CUP

To promote interest in, and so further the cause of, gauge " 1 " model railways, I have decided to present a solid silver challenge cup to be competed for annually by model engineers throughout the United Kingdom, and to be held by the winner for the period of one year.

The name of the winner will be engraved on the cup each year, and a small silver replica of the cup will be presented to the winner each year as a permanent memento of his achievement.

The cup will be competed for on the first occasion at the Slough Railway Circle's annual exhibition in the spring of 1956, in view of the fact that the members take such an interest in gauge " 1," having a double track gauge " 1 " layout in the Circle's premises in Stoke Road, Slough, and in operation every Friday from 7 to 9 p.m.

The cup will be on display during the exhibition, and the exact date will be notified in the model railway press.

The following rules will apply:

(a) Any gauge " 1 " model is eligible, whether it be a locomotive, coach, wagon, trackwork, or any gauge " 1 " accessory.

(b) The model must be the work of an amateur gauge " 1 " modeller. Trade parts may be used in the construction, but must be stated.

(c) The cup will be held for the period of one year, and must be returned to the secretary of the Slough Railway Circle twenty-one days before their next model railway exhibition by the winner, who will be required to sign an agreement to that effect.

(d) The cup may be awarded once only for any particular model, but any gauge " 1 " modeller may win the cup on any number of occasions provided it is for a different model.

(e) There shall be three judges who shall be:

(i) The editor of the *Model Railway Constructor*.

(ii) An official of British Railways.

(iii) The president or chairman of a model railway club or model engineering society.

(f) All entrants must be members of a model railway club or model engineering society and must state which one.

(g) All entries to be free.

Wraysbury. (Captain) W. R. WARRELL.

METROPOLITAN 4-4-0T

I wish to thank Mr. J. W. Nottage for pointing out the error in the description of my model Metropolitan 4-4-0 tank loco in the June issue of the RAILWAY MODELLER—it is indeed a basic difference in construction which Mr. Nottage points out, and of which I was not aware, having always thought that the two designs referred to were a somewhat similar or semi-related pair, of which idea I now stand corrected.

Ilkley. ALAN SHACKLETON.

ADVICE BUREAU

The Bureau is at your disposal to assist you with your problems. The service is free, individual and personal, but we reserve the right to publish any query we consider to be of interest. The advice given is based on the experience and opinions of our staff.

Queries should be addressed to the Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, and should be accompanied by a s.a.e. and coupon on page xiii. We regret that we cannot prepare special designs for individual readers.

Will a 1-amp transformer (D.C.) 12 volts allow me to operate one locomotive and five 0.075-amp 14-volt pea bulbs?

Can I obtain 12-volt pea bulbs at an equally low amperage as the 14-volt Trix pea bulbs?

Am I correct in assuming that a 14-volt bulb will light on 12 volts although the light will lose some of its brightness?

C.J.B., BEXHILL-ON-SEA.

You do not state the locomotives you are using on your railway, and as the current consumption does vary considerably between different makes we cannot state whether you can run both loco and lights together, but unless the loco does not take more than ·5 amps the transformer will not supply the required load.

The Trix 14-volt bulb will work perfectly satisfactorily on twelve volts, with an almost unnoticeable loss in light output, but a somewhat increased expectancy of life. We would certainly recommend that wherever possible expensive items like pea bulbs be under-run in order to prolong their life.

What is the minimum (internal diameter) of track at bends consistent with reasonable operation requirements, space, and track construction? Could you also give details of transition curves which may be incorporated, together with any superelevation of, say, approximately $\frac{1}{8}$in. maximum? What are your views on this?

K.T., MANCHESTER.

We regret that we cannot give any definite figure for minimum radii, as we believe that the smallest curve should be the largest that can be fitted into the given space, bearing in mind the type of layout you wish to achieve. We cannot give more definite details on this point, as we do not know the space you have at your disposal, or the type of operation you envisage. We would say, however, that as a general rule we do not recommend for normal purposes anything less than 2ft. with 3ft. as a desirable minimum for main-line working. However, provided the rolling stock is carefully selected, a radius as small as 1ft. 3in. can be used with considerable success. However, these remarks do not apply to pointwork, where we recommend 3ft. radius at all times.

A transition curve should in theory be a hyperbola, but in practice a general easing of the curve into the straight, faired off by eye alone, is sufficient.

Superelevation is not necessary in "OO" gauge, but can be used if so desired. In this case it should be very small, and certainly no more than $\frac{1}{32}$in. even on the sharpest curves; $\frac{1}{8}$in., as you suggest, is far too great.

BOOK REVIEWS (*Continued from page 245*)

A STEAM LOCOMOTIVE FOR "O" GAUGE, by N. Dewhurst. (Percival Marshall & Co. Ltd., 5s.)

This book, for less than the cost of the normal set of blueprints, provides small scale but nevertheless clear and accurate drawings, together with a full description of the method of construction, and will enable any reasonably careful modeller to produce a simple live steamer 4-6-0 in "O" gauge.

Two prototypes are described, an L.M.S. Class 5 and a G.W. County. It is not claimed that either of these is an exact scale replica, but the spirit of the prototype is well caught, and only the more fastidious modeller would reject them as reasonable facsimiles. A moderately well equipped workshop including a small lathe and blowlamp is necessary for the construction, but given these preliminaries we see no reason why any of our readers should not construct a perfectly successful steam locomotive from the instructions given in this book.

THE OBSERVER'S BOOK OF RAILWAY LOCOMOTIVES OF BRITAIN, by E. F. Carter. (Fredk. Warne & Co. Ltd., 5s.)

The range of "Observer" books will probably be known to many of our readers. Their format is designed to make an extremely pocketable book suitable for carrying when on holiday or pleasure bound. In the example under review, every class of any size and many minor classes of locomotives are illustrated, together with general information on the classes, each class occupying one page. A list of named engines is given at the end of the book, but no complete list of numbers is given, merely the beginning and end of the series.

This is one of the best books we have ever come across covering the thorny problem of locomotive identification. We can cordially recommend it to our readers.

CATALOGUES RECEIVED

Taylor & McKenna, 2s. 6d.

This is probably one of the most comprehensive catalogues of model railway equipment ever produced. We doubt if any item currently available has been omitted. In addition there are several articles of general interest to the enthusiast.

B. J. Ward, 9d.

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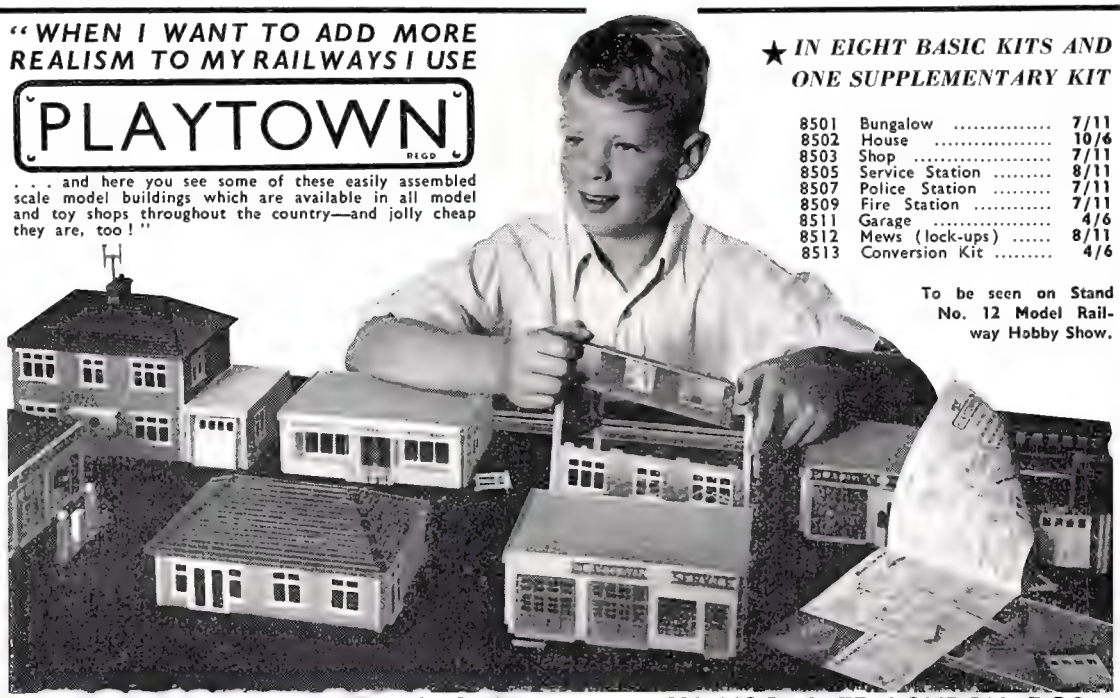

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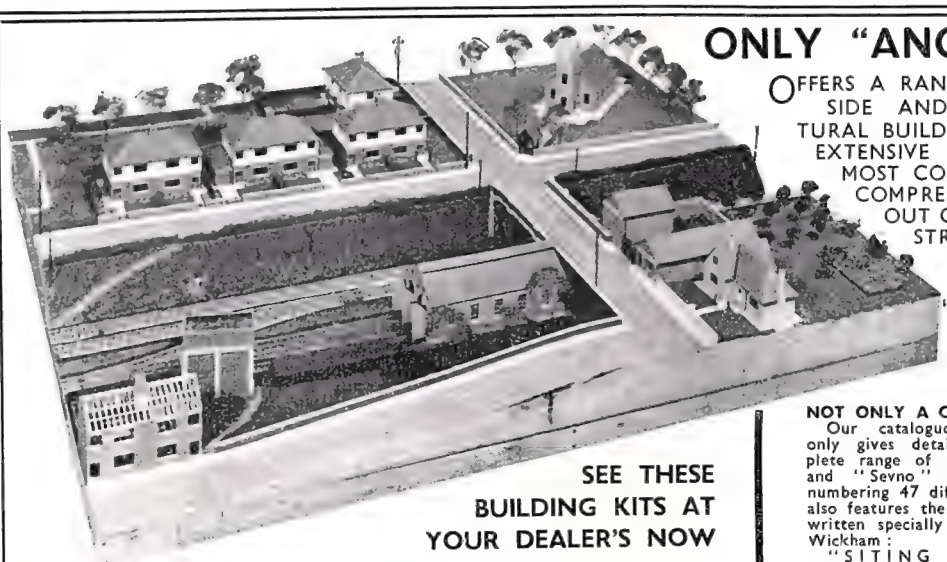

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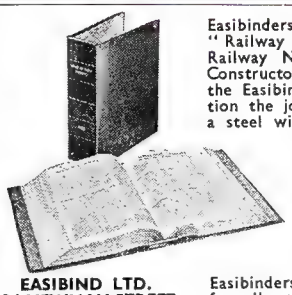

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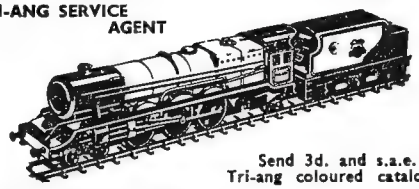

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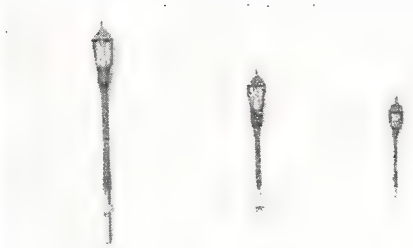

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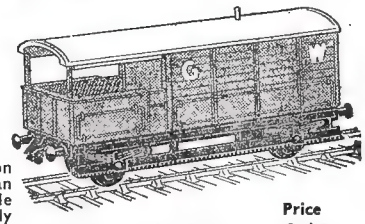

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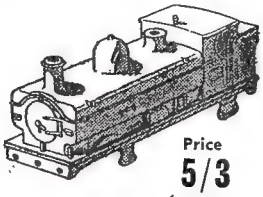

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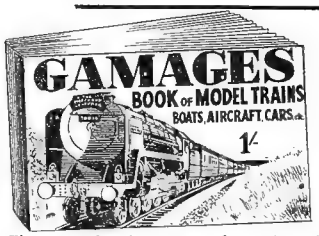

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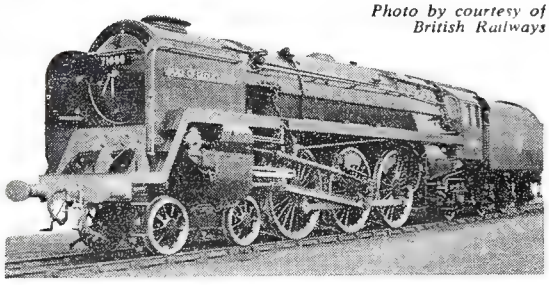

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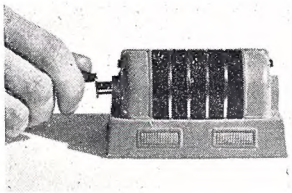

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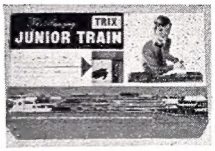

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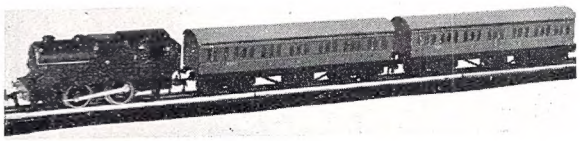

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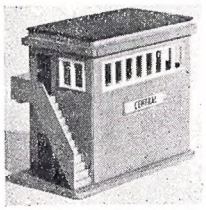

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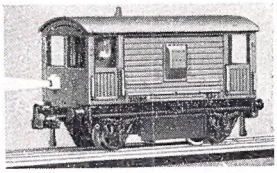

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